

LYNX Board Agenda

Board Date: 8/21/2008

Time: 2:00 P.M.

LYNX Offices
455 N. Garland Ave.
Orlando, FL 32801

As a courtesy to others, please silence all electronic devices during the meeting.

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Minutes from the July 1, 2008 Board of Directors Meeting (Pg 5)

3. Recognition

- Operator Pablo Roman, Good Samaritan Award


4. Public Comments

- Citizens who would like to speak under Public Comments shall submit a request form to the Assistant Secretary prior to the meeting. Forms are available at the door.


5. Chief Executive Officer's Report





6. Consent Agenda

A. Award Contracts




- i.  Authorization to Enter into an Annual Coordination Agreement with Three Medicaid Compensable Entities and Thirty-Five Non-Compensable Entities (Pg 26)

B. Extension of Contracts




- i.  Authorization to Execute First Year Option of Contract #07-001 Barracuda Building Corporation for Installation of Passenger Amenities (Pg 28)

- ii.  Authorization to Execute an Interlocal Agreement with VOTRAN for Commuter Bus Service between Volusia County and Downtown Orlando (Pg 30)
- Attachment 
- iii.  Authorization to Execute Amendment #8 to the Medicaid Subcontracted Transportation Provider Contract with Florida Commission for the Transportation Disadvantaged (Pg 44)
- Attachment 
- iv.  Authorization to Amend Contract #DTS 05-003 to Data Transfer Solutions (DTS) for Urban Design, Transportation Planning, Technical Studies, Implementing Georgraphic Information Systems, and to Exercise the First Option Year (Pg 49)
- v.  Ratification of a One-Month Extension with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program (Pg 51)
- vi.  Authorization to Execute First Year Option of Contract #07-019 Spencer Fabrications, Inc., for Manufacturing of LYNX Passenger Shelters and Amenities (Pg 53)

C. Miscellaneous

- i.  Resolution Authorizing the Re-appointment of Albert J. Francis, II as Trustee for the ATU 1596 Pension Plan (Pg 55)
- Attachment 
- ii.  Approval of LYNX' Disadvantaged Business Enterprise (DBE) Goal for Fiscal Year 2008-2009 (Pg 58)






7. Work Session

- A.  Update on the City of Orlando Shelter Program Interlocal Agreement (Pg 60)
- B.  Update on FY2009 Budget Development (Pg 61)
- C.  Update on August 2008 Service Changes and Proposed December 2008 Service Changes/ Public Involvement Process (Pg 65)

8. Public Comments



- Citizens who would like to speak under Public Comments shall submit a request form to the Assistant Secretary prior to the meeting. Forms are available at the door.

9. Action Agenda

- A.  Approval of Various Options to Balance FY2009 Operating Budget (Pg 69)
- B.  Ratification of Authorization for a Proposed Fare Increase (Pg 71)
- C.  Authorization to Retain Asset Account for the Deferred Compensation Stable Value Funds with Nationwide (Pg 72)
- D.  Authorization to Execute a Contract with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program (Pg 75)
- E.  Ratification of the U.S. Department of Interior and U.S. Geological Survey Assistance Award (Pg 77)

10. Information Items

(For Review Purposes Only - No action required)

- A.  Update on Lease Agreement between LYNX and the City of Orlando (Pg 79)
- B.  Status Report on the Transit Components with Developments of Regional Impact (DRIs) (Pg80)

11. Other Business

12. Monthly Reports

(For Review Purposes Only - No action required)

- A.  Monthly Financial Reports - May 31, 2008 (Pg 83)
- Attachment 
- B.  Ridership Report for June 2008 (Pg 90)
- C.  Ridership Report For May 2008 (Pg 97)
- D.  Planning and Development Report (Pg 104)
- E.  Legislative Update (Pg 107)
- F.  Marketing Report (Pg 110)
- G.  Monthly Employee Travel Report (Pg 118)

13. Executive Session

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purposes, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 3012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX
Central Florida Regional Transportation Authority
Monthly Board Meeting Minutes

PLACE: **LYNX Central Station**
 455 N. Garland Avenue
 Board Room, 2nd Floor
 Orlando, FL 32801

DATE: **July 1, 2008**

TIME: **2:05 p.m.**

Members in Attendance:

Seminole County Commissioner, Carlton Henley, Chair
Osceola County Commissioner, Bill Lane, Vice Chair
FDOT District 5 Secretary, Noranne Downs, Secretary
City of Orlando, Mayor Buddy Dyer

Members Absent:

Orange County Mayor, Richard Crotty

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 2:05 p.m. and asked Vice Chairman, Commissioner Bill Lane, to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the April 24, 2008 Board of Directors meeting. The motion passed unanimously.

3. Recognition

The Chairman recognized Lisa Darnall, Chief Operating Officer, to recognize LYNX' 2008 APTA International Bus Roadeo Team.

After winning the state competition, the team represented LYNX on May 4th, at the International Bus Roadeo in Austin, Texas. The LYNX Operator won 18th place of 76 overall and the Maintenance Team won 14th place of 47. As a result of the Maintenance Team's 1st place win at the State Roadeo, they joined the 1st place Operator from Broward County and entered to compete as the State of Florida team. Their combined scores allowed Florida 2nd place.

Maintenance Team: Hemo Harnanan, Harry Mootoo, Chris Balroop
Transportation: Pablo Perez

The Chairman recognized Paul Wunderlich, Director of Finance, Orange County Comptroller's Office for recognition and presentation to the LYNX Finance Department.

As a state representative of the Government Finance Officers Association, Mr. Wunderlich presented the Association's Certificate of Achievement for Excellence in Financial Reporting to the Central Florida Regional Transportation Authority d/b/a LYNX for its Fiscal Year 2006 Comprehensive Annual Financial Report (CAFR). This award is considered to be the highest form of recognition in the area of governmental accounting and financial reporting and its attainment represents a significant accomplishment by a public authority and its management. The Certificate program has been in operation since 1945 and encourages a level of financial reporting that goes beyond the expected requirements. The LYNX CAFR was reviewed in 17 grading categories by an impartial panel and was found to be proficient in all. LYNX has received this Certificate for twelve consecutive years reflecting the professionalism and commitment of its financial management staff.

Mr. Wunderlich presented the Certificate of Achievement for Excellence in Financial Reporting to Bert Francis, Chief Financial Officer, and Blanche Sherman, Manager of Finance.

The Chairman recognized Lisa Darnall, Chief Operating Officer, to recognize LYNX' Road Ranger, Ron Helmick.

On May 31st, while patrolling I-4 westbound near Daytona Beach at approximately 3:30 a.m., Ron noticed a motorist stopped on the shoulder of the road in need of assistance. The car was driven by a middle-aged male. When Ron stopped to help, a young, female child got out of the car and the driver rushed her back into the car. In conversation, the driver told Ron he was a Mayor in Connecticut and was on his way back home. Ron provided fuel for the car but didn't feel something was right about the situation with the driver and passenger and decided to follow them down the road. The driver was driving erratically and Ron called Florida Highway Patrol. When FHP stopped the vehicle, they determined the driver and passenger were a father and daughter that had been reported missing. They learned their family lived in Bradenton, Florida and there was information the driver suffered from dementia. When the child was questioned, she said her daddy kept taking a wrong turn.

Ron Helmick was recognized with a Good Samaritan Award for his quick response and observations, the value of the Road Ranger program, and the beneficial impact the community receives from LYNX employees and the Road Ranger program.

4. Public Comments

The Chairman noted two Public Comment periods will be included on the Agenda for those wishing to address the Board. In the first period, the Board will hear from those who have requested to speak on general matters. In the second period, the Board will hear from those who have requested to speak on the proposed service changes or specific routes. The Chairman then recognized the speakers for the first period.

Laura York, Orlando, Florida, addressed the Board on behalf of her community consisting of disabled and homeless residents. Ms. York was concerned with LYNX budget cuts, reduction in services, and extended walking distances to stops. She recommended increased funding, services, and the number of buses which would in turn increase ridership and revenue.

Diane Davis, Orlando, Florida, addressed the Board. Ms. Davis explained she utilizes Routes 9, 10, 1, 25, and 20, expressed her need for each, and encouraged the Board not to eliminate these vital routes.

Joanne Cormelis, Lake Mary, Florida, addressed the Board. Ms. Cormelis was concerned that cutting services would be wrong. She expressed the correct answer would be to increase the number of buses, provide 24 hour service 7 days a week, and provide a super stop on Country Club Road in Lake Mary.

Howard Cox, Orlando, Florida, addressed the Board. Mr. Cox explained his physical disabilities and expressed concerns for the buses' mechanical functions – specifically wheelchair lifts. To be handicapped accessible, lifts should be functioning at all times. He also commented that as a result of being without a home, all of his personal belongings are attached to his wheelchair. With his personal items attached to his chair, straps cannot be positioned as to secure the chair. Mr. Cox noted he believed he was being treated differently than other passengers by drivers because he is in a wheelchair.

Dorothy Percy, Orlando, Florida. Not present to address the Board.

Wanda Lebron, Orlando, Florida. Not present to address the Board.

Gwen Logan, Orlando, Florida, addressed the Board. Ms. Logan explained she utilizes Route 9. She expressed concern for the method in which routes were selected to be changed and that individuals unfamiliar with waiting for a bus in scorching temperatures were making the decisions. Additionally, she questioned why signage along the route announced the changes were already made prior to the Board making their decisions.

John Bultema, Orlando, Florida, addressed the Board. Mr. Bultema introduced himself as the President/CEO of Fifth Third Bank in Central and North Florida. He also noted he serves as Chairman, Central Florida Transportation Corridors Task Force. The Task Force is a group on behalf of the Central Florida Partnership of business leaders throughout the region that are focused on improving Central Florida's transportation system and creating a world class multi-modal resident and visitor transportation system. Mr. Bultema expressed the importance of transportation in the region and the benefits of LYNX: 1) the benefit to local economy; 2) the benefit to the environment; and, 3) the overall benefit to the community. The economic benefit is obvious. Many of LYNX riders (employees in the tourism and construction industries) depend on this transportation to get to and from their jobs daily. Cutting services will be detrimental to our economy. Further, he expressed the importance of mass transit to reduce the carbon footprint of how commuters travel and to maintain the bus system as the option for means of travel. Lastly, Mr. Bultema discussed the efforts of Commuter Rail supporters to bring it as an additional option to Central Florida and the important role of the LYNX system. By paring back the LYNX service at a time the community is seeking more mass transit options, may have a negative impact on the effort.

Michelle Butler, JCB Construction, Orlando, Florida addressed the Board. Ms. Butler provided that JCB Construction has over 100 employees of which many utilize bus transportation as a means to get to and from their job, religious services on weekends, etc. She expressed support for Mr. Bultema's comments and encouraged the Board not to reduce services.

Jared Stout, Sanford, Florida addressed the Board. Mr. Stout introduced himself as prior Student Body Vice President for the Student Government Association at the University of Central Florida in 2006-07. While in the position, he worked with LYNX CEO, Linda Watson, and Chief Governmental Relations Officer, J Marsh McLawhorn, on strategies to reach UCF students to determine their needs for transportation and devising innovative solutions. Mr. Stout encouraged long range planning to reduce economic burdens on local citizens. With LYNX having the leadership, ability, and experience to help, now is the time to expand the investments in public transportation. He encouraged the Board to invest in the economic solutions of the region's long range plans and specifically the key component, public transportation.

Linda Oriolo-Lugo, Ocoee, Florida addressed the Board. Ms. Oriolo-Lugo introduced herself as a LYNX Bus Operator. She expressed concern for the area's unemployment. Ms. Oriolo-Lugo noted the importance that LYNX provides necessary transportation to those that are employed and struggling to maintain their jobs. In addition, Ms. Oriolo-Lugo addressed an issue raised by an earlier speaker regarding strapping a wheelchair in place on a bus when the chair is supporting a large amount of personal belongings. She explained that due to the lengths of the straps used to secure wheelchairs that items carried on the back of a chair require the chair be moved forward making the straps less accessible for securing the chair as intended.

Tony Garcia, Orlando, Florida addressed the Board. Mr. Garcia expressed his concern for the reliability of LYNX. He noted that he has been riding a bus to work for the last 3 months and it has been late arriving at the pick up stop causing him to be late for work and potentially causing him to lose his job. Mr. Garcia suggested the buses run more frequently to alleviate the concern.

Homer Hartage, Orlando, Florida addressed the Board. Mr. Hartage introduced himself as a previous LYNX Board member as well as the Orange County Board of County Commission. He noted that while a member of both Boards, LYNX received its largest budget increase in the history of the agency. The need for such an increase was led by the need to improve the on-time arrivals and the increase provided for that improvement. As an employer whose business is located in the City of Orlando, he spoke for his employees that rely on LYNX transportation to get to their jobs. He also addressed his concern for employees of other companies and industries that also utilize LYNX service to get to their jobs and to keep their jobs because without the means of transportation, they would not be able to get to work and would lose their jobs. Mr. Hartage encouraged LYNX' Board members to take the message forward to their municipal Boards and encourage them to give LYNX the amount the Budget needs to provide adequate service to the region.

Gary Przyborski, Oviedo, Florida addressed the Board. Mr. Przyborski introduced himself as a member of the University Unitarian Church and Chairman of the Social Concerns Group. He noted that he recently wrote a Letter to the Editor of the *Orlando Sentinel* concerning the need to expand LYNX service and approve Commuter Rail. Mr. Przyborski expressed his concern for

citizens of lower and middle incomes and their needs for an affordable and accessible transportation service.

Dan Giordano/Jonni Kimberly, Orlando, Florida addressed the Board. Mr. Giordano introduced himself as representing Rosen Hotels. He noted that Rosen employs approximately 5,000 associates with hundreds dependent upon LYNX' service. Mr. Giordano expressed his concern that without transportation many of the regions' residents would not be able to get to work and consequently lose their jobs. Employment allows these workers the ability to be productive contributors to the local economy. In closing, he encouraged the Board to provide LYNX the funding required so as not to adversely affect the routes the riders rely on to continue working.

Dr. Brent Baldasare, Orlando, Florida addressed the Board. Dr. Baldasare introduced himself as owner of Affiniti Health Center in East Orlando for ten years with 150+ employees. He noted the majority of staff and a large number of patients utilize LYNX services and would encourage the Board to support the budget funding request to maintain existing services.

Mr. Jay Galbraith, Orlando, Florida addressed the Board. Mr. Galbraith introduced himself as representing Sea World, Discovery Cove and Acquatica. On behalf of their employees, he thanked LYNX staff for the professionalism and responsiveness. Understanding the hard budget decisions facing the Board, Mr. Galbraith reiterated the employees' need to be able to continue to rely on the service provided by LYNX.

John Kelly Harris, Orlando, Florida addressed the Board. Mr. Harris noted that his involvement in a number of Community Redevelopment projects and LYNX has been a vital partner to extending the services to Plymouth. The extension allowed access to health care as well as creating an economic engine for the community. Mr. Harris expressed that LYNX service has been instrumental in improving Orange County's economic stability. He encouraged the Board to research a dedicated, sustainable funding source to continue the region's growth.

Chairman Carlton Henley took a moment to address the meeting attendees. The Chairman expressed that LYNX Board members realize the importance of LYNX transportation services. He recognized the Members for their dedication to maintaining and improving those services. The Chairman explained that LYNX is an agency that contracts for service and is made up of Orange, Osceola, Seminole Counties and the City of Orlando. LYNX' funding partners are a business who, if they desire, a 15 minute wait time can have it if they are willing to pay for it. LYNX does not generate revenue other than through fares, grants or advertising; therefore, it depends upon its partners for funding and in turn provides the services they request. However, the local governmental agencies/funding partners are being constricted by legislative action and vote of the citizens. The Chairman expressed the difficulty in continuing the quality of service desired and expanding the service being requested at a time when these actions required the governmental agencies to reduce their budgets and services. He encouraged contact with legislators and county commissioners to express the desire for expanded, quality transit service but while doing so realizing taxes may increase to provide it. The Chairman appealed to the audience not to forget what was said by the various speakers and LYNX Board as they face the opportunity in November to elect legislative representatives that will be responsive to the desire for providing an expanded, quality service. On behalf of all Board members, the Chairman expressed the understanding for the region's need for expanding LYNX service. He noted the recognition for the projected growth of approximately 400,000 residents over the next 25-40

years which will equate to traffic grid lock that will adversely affect the economy and prevent the delivery of goods and services. The Chairman promoted the need to begin working with local governmental agencies. With each LYNX Board member representing a funding partner and each having a desire to expand and improve services, there is an opportunity for each governmental agency to take action. The reality, however, is that rider's fares covers less than 20% of the system's operating costs and the funding partners must cover the remainder. The Chairman pledged that the LYNX budget will be stretched to the extent possible to continue existing services based on the comments and requests the Board received. He thanked all who participated by attending the meeting or speaking.

Carl Metler, Orlando, Florida addressed the Board. Mr. Metler introduced himself as a passenger utilizing Route 9 and notes his concern that signs are posted indicating the route will no longer be serviced after August 17th. Additionally, Mr. Metler expressed his concern for the absence of Board member, Mayor Crotty. He questioned if consideration had been given to the number of homes and residents served by the route. With transportation the prime link of communities the reduction of the service will only serve to isolate this community and its residents.

Chairman Henley recognized Mayor Buddy Dyer for comment. Mayor Dyer asked the audience to respond if they had voted in January, 2008 by show of hands and as a follow-up if they had voted for Amendment 1 in January, 2008 by a show of hands. The Mayor noted that the Amendment passed by the required 60% in Orange County. He expressed the difficulties local governments are experiencing with its passage. Inasmuch as the local government representatives sitting as LYNX Board members are advocates for public transportation; however, the passage of tax reform together with Amendment 1 is the reason we are discussing LYNX' service cuts today. Members of this Board would like to increase LYNX budget to provide additional routes. The fact remains that citizens have to send the message to our legislators that cuts cannot continue without repercussions at the local level.

Chairman Henley recognized Commissioner Bill Lane for comment. Commissioner Lane stated that he was in agreement with Commissioner Henley and Mayor Dyer in that Osceola County has experienced the same effects of legislation and approval of the voter initiative. The County has cut its budget and reduced its workforce. While citizens may believe they will realize a reduction in property taxes, the fact is they will suffer in services.

5. Chief Executive Officer's Report

The Chairman recognized Linda Watson, Chief Executive Officer, to report on the following items:

1. In June, I was pleased to represent LYNX at a Congressional hearing of the U.S. House of Representatives Subcommittee on Highways and Transit. The invitation was extended by our local Congressional representative, John Mica. My testimony was focused on policy issues and funding needs of bus only systems while other officials testified on highway and transit issues. This information was provided for the Committee's consideration as Congress reauthorizes the transportation legislation which provides capital program funding.
2. National "Dump-the-Pump" Day was celebrated on June 19th, and riders were able to ride that day for free. The program encouraged first time riders. With the rising cost of fuel,

3. Rising fuel prices have also had an impact on the ridership of Link 204, the express route from Clermont to Orlando, with the Park and Ride lot on Highway 27 overflowing. Passenger trips per day are averaging 157. In addition, 6 vanpools have formed in Clermont with 4 originating from the Park & Ride.

6. Consent Agenda

The Chairman announced that Consent Agenda Item #6A.iii has been taken off of the Consent Agenda and placed on the Action Agenda

A. Authorization to Award Contracts

- i. Authorization to Award Contracts to SSI Petroleum and J.H. Williams Oil Company for Supplying Oils and Lubricants
- ii. Authorization to Award a Contract to Itchin' to Bee Stitchin', Inc. for providing Operator Uniformes
- iv. Authorization to Award Contracts to the SSI Petroleum Co., J.H. Williams Oil Company and RKA Petroleum Company for Fuel Delivery
- v. Authorization to Award a Contract to Mansfield Oil Company for Supplying Unleaded Gasoline

B. Authorization to Extend Contracts

- i. Authorization to Extend contract #06-022 with the Mansfield oil Company for Diesel Fuel Delivery
- ii. Authorization to execute the First Option year of Contract #05-043 for LYNX Auditing Services

C. Miscellaneous

- i. Adoption of the FY 2009-2018 Transit Development Plan (TDP) Minor Update
- ii. Authorization to execute a memorandum of Agreement with the Florida Commission for the Transportation disadvantaged to Continue to Serve as the Community Transportation Coordinator for Orange, Osceola and Seminole Counties
- iii. Authorization to Issue an Invitation for Bid (IFB) for Inventory Bus Parts
- iv. Authorization to File a Grant Application with Federal Transit Administration (FTA) for the Phase II Deployment of the "Model Orlando Regionally Efficient Travel Management Coordination Center (MORE-TMCC)" Project
- v. Authorization to retire and Sell Surplus Items as Listed at public Auction
- vi. Authorization to Execute the Transportation Disadvantaged Operating Grant from the Florida Commission for the Transportation Disadvantaged for July 2008 to June 2009

- vii. Authorization to Execute Amendment #7 to Medicaid Subcontracted Transportation Provider Contract with Florida Commission for the Transportation Disadvantaged
- viii. Endorsement of the 2008 LYNX Transportation Disadvantaged Service Plan (TDSP)

Motion was made and seconded to approve the Consent Agenda Items. The motion passed unanimously.

7. Action Agenda Items

Blue Sheet Item moved from Consent Agenda:

Authorization to Award a Contract to Diamond Detective Agency for Providing Security Guard Services

The Chairman recognized Lisa Darnall, Chief Operating Officer, for presentation.

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer or her designee to award a contract for security guard services to Diamond Detective Agency. The term of the contract will be for three (3) years starting July 1, 2008, with two (2) one-year options for a total contract term of five (5) years.

Ms. Darnall explained the need to remove the request from the Consent Agenda and place it on the Action Agenda. After the distribution and publication of the agenda item, staff noted an error in calculating the number of employees needed each day on each shift at all locations for security services. She further noted that since the error was made on each proposers' submittal, the error did not impact the ranking or selection. The fiscal impact stated on the agenda item as distributed earlier has been corrected to accurately reflect the cost for the contract term.

Motion was made and seconded to authorize the award of a contract for security guard services to Diamond Detective Agency. The motion passed unanimously.

The Chairman addressed the Board regarding Action Agenda items 7.A, 7.B, 7.C. and 7.D. He explained these items had to be acted upon in advance of the Directors meeting due to the change in the Board meeting date. In addition, each item was time sensitive; therefore, the Chairman reviewed the items and authorized CEO, Linda Watson, to proceed with the actions requested.

The Chairman presented the following Action Agenda items for ratification by the Board of Directors:

- A. Ratification of the Chairman's Authorization to Execute a Transit Service Agreement with Universal Orlando Studios**
- B. Ratification of the Chairman's Authorization to Award a Contract to Ontira Communications, Inc. for Interactive Voice Response (IVR) System**

- C. Ratification of the Chairman's Authorization to Execute a One Month Extension with the Florida Department of Transportation (DOT) for the Road Ranger Program**
- D. Ratification of the Chairman's Authorization to Execute First Option Year of Contract #05-004 with VPSI, Inc. for the Provision of Fleet Management Services including Maintenance, Repair and Fleet Administration for the LYNX Vanpool Fleet**

Motion was made and seconded to ratify the Chairman's authorization to award or execute Action Agenda items 7.A, 7.B, 7.C, and 7.D. The motion passed unanimously.

E. Authorization to Negotiate and Execute Lease with the City of Orlando for Office Space at South Street

The Chairman recognized Pat Christianson, LYNX General Counsel, for presentation.

LYNX was approached by the City of Orlando for the City to lease space at the LYNX South Street Facility for use and occupancy by Workforce Central Florida, with a quick start date. Staff is in discussion with the City over this lease and its terms. This space is or will be vacant space not currently utilized by LYNX.

Staff is requesting the authorization for the Chief Executive Officer (CEO) and/or designee to negotiate and execute a lease with the City of Orlando for approximately 2,800 square feet of office space at LYNX' South Street Facility located at 1200 W South Street, Orlando, FL 32804. This will include authority for the CEO to approve the final terms of the lease, including rental term and rate.

Motion was made and seconded to authorize the CEO and/or designee to negotiate and execute a lease including approval of final terms, rental term, and rate with the City of Orlando for office space at LYNX' South Street Facility. The motion passed unanimously.

The Chairman addressed the Board regarding Action Agenda items 7.F and 7.G. He explained that due to speakers wishing to address the Board regarding item 7.F, Authorization to Implement Proposed Service Changes for August 17th, he is asking that items 7.F and 7.G be taken in reverse order.

F. Fiscal Year 2009 Budget Workshop

The Chairman recognized Bert Francis, Chief Financial Officer, for presentation.

On April 24, staff presented a list of budget assumptions and the budget calendar to the LYNX Audit Committee for discussion and input prior to development of the FY2009 budget. Based on that discussion, it was determined that the following items should be considered in formulating the Operating and Capital Budgets:

Key Budget Assumptions:

- Base Budget (“Status Quo” – No Increase in Head Count)
The proposed budget considers a net reduction in labor and increased efficiencies but does not include an increase in head count.
- Include revised “Level of Service” and timetable for implementation
The current level of service will remain for the next year; however, as cost of service increases, it is anticipated the service will require restructuring which could equate to an annualized savings approximated at \$2.5M. The implementation of restructured service is scheduled to begin August 2008 and be completed in December 2008.
- Basis of funding will be done on the Regional Model
This Model allocates expenses to the funding partners based on service hours in the partners’ jurisdiction. A capital component for Renewal and Replacement will also be included.
- Funding Partners affected by Property Tax Reform
As the team develops the budget, it will remain cognizant of the partners’ budget constraints and will proceed by making cost effective adjustments where possible.
- Decisions to continue service originally funded with Service Development Grants
The team will need input from those funding partners that will be affected by FDOT Service Development Grants requiring 50/50 funding for the first 2 years and set to expire in FY2009.
- New Grant Programs
New programs are shown along with revenues offsetting costs.
- No additional Fare Increases
A fare increase was instituted in January 2008; therefore, a new increase is not being proposed.
- Maintain current level of Federal Preventive Maintenance funding for Operating Budget
We are proposing to maintain the \$7M funding for preventive maintenance.
- Capital Funding Needs
The budget proposes to continue the bus replacement schedule and complete the LYNX Operations Center’s previously unfunded components.
- Other Cost Saving Methods
Examples: Excess Workers Compensation Policies
Other Insurance Policies, i.e., building replacement costs
Health Insurance by instituting Wellness Program to reduce experience modification
Expired LOC facility Lease cost
New Clerk of the Court revenue generating Lease
- Fuel
Gross price of diesel fuel paid by LYNX in October 2007 was \$2.77/gal. and current invoices for April 2008 are \$3.69/gal. LYNX purchases approximately 4M to 4.4M gallons of fuel annually. Staff is examining opportunities for fuel cost savings through the purchase of “futures”

contracts. Futures contracts could be locked in at an average price of \$3.90/gal for one year. The proposed budget is based on an average of \$4.17/gal. By buying on futures and if the price of oil goes up, the savings could be in the range of \$1M, however, if the price goes down, our price would be locked at the contract rate. The current fuel contract expires in October 2008. A new contract could be entered into now at the current rate, based upon calculated number of gallons to be used monthly, and set the effective date in October thereby locking the price and guaranteeing supply.

- Third Year of Union Contract
The guarantees within the third year of the Operator's Union Contract will be included in the proposed budget.
- New Supervisor Union Contract
Contract negotiations are beginning and results will be included in the proposed budget.
- Full Year Impact of LOC
- Purchased Transportation Services
There has been an increase for these services as trips have increased and fuel related costs.
- OPEB Requirements
These are accounting requirements which are new to the budget and must be recorded but not funded.
- No Utilization of Reserves This Year
The budget team will not recommend utilization of reserves.
- Status of Road Rangers Program
Florida Department of Transportation is working to secure funding. Currently there is no resolution but it is looking positive.

Ridership Trends:

The projected ridership level for 2008 is at a record level. At a time with rising fuel costs and residents are relying on LYNX for transit service, we are projecting 27.7M riders in 2008. With more than 1.5M more riders than the 26.1M in 2007, our challenge will be to balance the associated cost increases.

Budget Overview:

The preliminary FY2009 budget reflects the cost of operating the same level of service ("Status Quo") with operating revenue (\$134,906,764) and expenses (\$134,906,764) being balanced. The total operating and capital budget funding request for FY2009 would be \$162,306,464 as compared to FY2008 of \$149,755,213.

Operating Revenue:

- Fund Balance - in FY2008 \$2,500,000 in reserves was utilized to achieve a balanced budget. The projection for FY2009 does not include utilization of reserves.
- Customer Fares - fares represents less than 20% of the total budget. The projection is indicative of a full year implementation of the fare increase as well as increased ridership.

- Contract Services – amounts received from ATA and Medicare for Paratransit
- Advertising on Buses – advertising for cash is projected to increase 33% over FY2008 while advertising for trade is projected to decrease 29%
- Interest and Other Income – LYNX previously had a lease with Hughes Supply which has terminated and bank rates are lower; therefore, we are projecting lower interest generated.
- Local Funding – the projection is based on the Regional Model.
- State Funding – amounts received from block grants and other funding sources and takes into account a reduction in matching funds from 75/25 to 80/20
- Federal Funding – amount reflects LYNX funding level and some revenue neutral grant programs

Operating Expenses:

- Salaries/Wages/Fringes - amount includes mechanical operator's union contract
- Other Services – amount includes professional services associated with grant funded programs
- Fuel – fuel cost projections and trends will be discussed separately
- Materials & Supplies – includes maintenance of fleet and buildings and are not projected to increase significantly
- Utilities – amount projected is decreased
- Casualty and Liability – amount reflects provider cost increases; however, we have the opportunity to release an RFP wherein some savings could be realized
- Taxes – amount reflects more accurate cost than previous budget
- Purchased Transportation – amount reflects contract for paratransit service as well as the pickup line
- Miscellaneous
- Interest – amount includes leases and bus leases

Major Impact Items:

- Grant Programs – Cost Neutral
- Union Contracts - guarantees within the third year of the Operator's Contract
- Fuel – the increase over FY2008 is approximately \$7,500,000. The projection for FY2009 is based upon \$4.00 per gal. and a purchase of an estimated 4.4M gallons.
- Purchased Transportation – Paratransit cost has increased over FY2008 by approximately \$4,600,000 while ridership has experienced tremendous increase after the switch from HMOs to LYNX providing the service.
- Group Health Insurance – inasmuch as LYNX participates in Orange County's program, the overall cost of health insurance continues to rise

Local Revenue by Jurisdiction (Regional Model allocation):

- Based on budgetary need for FY2009 and the model's allocation, LYNX would request \$67,156,327; however, based on preliminary discussions with the funding partners, the proposed funding level may actually be \$55,120,229

Proposed Operating Expenses:

In the budget preparation, the team has addressed requested funding levels on three occasions and yet a shortfall of \$9,326,888 remains.

- Administrative (Non-Bargaining) Employees – with over 1,000 employees, 170 are administrative personnel and the FY2009 budget reflects reducing the number slightly; however, we have been able to keep this staffing level for the past 4 years
- Planned Service Efficiencies (Aug, Dec) – with those efficiencies implemented, \$2,500,000 in savings would be realized
- Adjusted Budget – with the above applied reductions, reduces the budget to \$132,197,554
- Federal, State & Other Funding – applying \$67,750,437 from these funding sources
- Proposed Funding Partner level – applying the amount discussed with local funding partners \$55,120,229
- Ending Shortfall – after reducing requested funding levels, reduction in administrative employees and planned service efficiencies and applying funding from Federal and State along with the amounts under discussion (not the Regional Model level) with local funding partners, there remains a budget shortfall of \$9,326,888

Possible Funding Solutions:

Our presentation today is preliminary. LYNX has not made formal presentations to the funding partners; however, based on the discussions we have had with them, other options have been considered.

- Reduce Paratransit Service from Door-to-Door to Curb-to-Curb – paratransit service is paid by the hour, if that service were reduced by a certain number of minutes per trip a potential reduction in cost could be realized. The reduction in service from door to curb would equate to approximately 5 minutes per trip and theoretically reduce the cost by an estimated \$1,000,000
- Comply with ADA ¾ mile limit – LYNX currently provide trips outside of the ADA limit. If the limit (¾ mile on each side of the fixed route) was adhered to, the estimated reduction in cost could be \$500,000
- Additional Fare Increase – not a popular option; however, the 2007 fare increase generated approximately \$1,300,000; therefore, an additional increase could generate an estimated \$1,000,000
- Close South Street Operations – if the South Street operation is closed, 40 buses would need to be eliminated from service as the number that can be efficiently operated from LYNX Operation Center is limited. Reducing the cost of operating the facility/cutting service could reduce cost by \$400,000.

Keeping in mind closing the South Street facility would present other challenges, i.e., relocating the paint booth and fueling CNG busses.

- Additional Revenue Sources (Leasing) – available space within South Street facility has been approved to be leased to the City of Orlando and under consideration is additional space within the LYNX Central Station which could generate an estimated \$100,000
- Further Service Level Reductions:
 - Future impact of Federal Formula Funding - if service levels are reduced, there is an impact on future Federal funding which is based on service hours and ridership
 - Customer Fares Decrease – a reduction in service would equate to reduction in operating revenue realized from fares
 - If service levels were reduced 11% - would equate to an estimated \$4,000,000 savings
 - If service levels were reduced 22% - would equate to an estimated \$8,000,000 savings
- Increase Preventative Maintenance Funding – although in our key budget assumptions we proposed maintaining the current level of Federal Preventative Maintenance funding, this option had to be reconsidered. The cost reduction is limited by the qualified expenses (estimated at \$11,000,000); however, the estimated cost savings could be between \$2-4,000,000

Capital Expenditures/Funding:

The majority of the capital expenditures listed are federally fund with all being cost neutral.

- Transit Buses – the proposed budget reflects approximately \$12,500,000 for replacing about 32 transit buses
- Fixed-Route Next Bus/AVL/Real Time Signage – the expenditures is anticipated to be reduced by \$250,000
- Passenger Amenities (Bus Shelters) – the \$3,900,000 proposed would fund approximately 80 shelters and a SuperStop in Kissimmee
- Support Equipment/Engines & Transmissions – the anticipated reduction of \$1,800,000 is due to some newer buses in the fleet
- Commuter Vans – the program is doing very well but it is not anticipated that as many will be purchased this year thereby reducing the expenditure by approximately \$465,000
- Paratransit Vans – the expenditure of \$900,000 represents LYNX purchase of the vehicles in lieu of purchase by the contractor whereby the contractors' financing cost would be passed through the cost of the service
- Facility Improvements – in previous presentations regarding the LYNX Operations Center, items that remain to be addressed are estimated to require \$790,000
- Safety & Security Initiatives - funds received from grants (potentially from Department of Homeland Security) will neutralize the \$1,900,000 expenditure

In conclusion, Mr. Francis reiterated the presentation reflects preliminary considerations in the formulation of the FY2009 Operating and Capital Budget. LYNX is scheduled to make formal presentations to the funding partners on the following dates:

Orange County	July 23, 2008
Osceola County	July 23, 2008
City of Orlando	July 28, 2008
Seminole County	July 30, 2008

The Chairman suggested that after LYNX staff has completed the formal budget presentation to each funding partner the Board will have the necessary information to make decisive adjustments.

The Chairman expressed to the audience the cost impact to LYNX of “no shows” (\$441,000) for Paratransit trips. When passengers schedule trips and are not at the pick up location when the service arrives, the cost of those trips must be paid for by LYNX. The Chairman encouraged all to cancel scheduled trips in advance if this service is not needed.

G. Authorization to Implement Proposed Service Changes for August 17, 2008

The Chairman recognized Darrell Smith, LYNX Planning Consultant, for presentation.

At the April 24, 2008 Board of Directors meeting, staff was directed to begin the public involvement process for the Phase 1 proposed service reductions in response to FY2008 Orange County Funding. The FY2008 budget included a \$2,500,000 reduction in service. This proposed reduction is scheduled to become effective August 17, 2008 and with its implementation, staff has estimated an annual savings of \$726,000. The Phase 2 proposed service reductions are being developed for implementation in December. Based on Mr. Francis’ presentation of the proposed FY2009 Budget, further service reductions are being considered due to funding levels, increasing cost of fuel, paratransit service demands, and labor agreement cost increases.

LYNX’ Public Participation Process mandates public hearings to take place should a route or routes be reduced by 25% or more of the total route’s hours, as recommended by the Federal Transit Administration (FTA). LYNX held a public workshop on the proposed service changes on May 13, 2008 with 112 people attending and two public hearings were held on June 17, 2008 with 109 people attending. Due to the public comments received, LYNX staff made several adjustments to the original proposal for Links 9, 14, 49, and 443.

LYNX has acquired additional automatic passenger counter units which provided information as to where passengers board and get off of the bus. Additionally we examined both A.M. and P.M. peak hour ridership, mid-day ridership, evening ridership, and weekend ridership. Ridership trends followed when and where the service was being provided.

LYNX had previously developed “Transit Emphasis Corridors” consisting of 13 corridors. In the analysis of ridership trends, it was learned that 78% of LYNX ridership utilizes the 13 Emphasis Corridors.

Proposed Service Changes for August 17, 2008:

Key Factors:

- The proposed changes would not increase a walk greater than ½ mile.
- In areas where ridership was relatively weak compared to the rest of the system, an attempt was made to focus on segments of routes rather than wholesale route elimination.
- The main Emphasis Corridor for the proposed changes is Highway 17-92

Link 2:

- The proposal is to eliminate the route effecting service along Virginia/Ferncreek between Orange Ave. and Colonial Dr. A total of 29 passengers per day are at risk with this proposed change. The route carries an average of 125 passengers on weekdays and 93 on Saturday. The passengers previously utilizing the route can walk less than ¼ mile to Mills Ave. and travel on the new Link 125.

Link 9:

- Passengers may take the proposed Link 102 from Downtown Orlando to Winter Park Village and transfer to the revised Link 9 which would retain service through Eatonville to Pine Hills Road and North Lane.

Link 13:

- Due to the proposal for the elimination of Link 23, Link 13 will be re-routed to serve Maguire behind Fashion Square Mall, running similar to that portion of Link 23 to the VA Center, on to Winter Park Hospital, and continuing east along University Blvd. The change will discontinue service on Bumby between Colonial and Corrine. A total of 75 passengers per day are at risk with this proposed change. The passengers previously utilizing the route can walk less than ½ mile to Colonial Dr. and travel on Links 28, 29, or 30.

Link 14 and 16:

- Link 14 and Link 16: The change will discontinue the segment on Edgewater, South of Princeton, along Lakeview to Orange Ave. A total of 35 passengers per day are at risk with this proposed change. The passengers previously utilizing the route can walk less than ½ mile to either Princeton – Link 125 or Colonial Dr. – Links 30, 48, or 49.
- Link 14: The change will also discontinue most of Link 14 eliminating service on Clay between Orange and Minnesota. A portion of the route is being retained for hourly service between Winter Park Village and Calvary Towers on Minnesota. On this segment, a total of 14 passengers per day are at risk with this proposed change. The passengers previously utilizing the route can walk less than ¼ mile to Orange Ave. – Link 102 or Minnesota – Link 14.
- Link 16: The change will discontinue the service between Monroe/Elvin/Bennett. A total of 38 passengers per day are at risk with this proposed change (predominately loosing front door service to The Meadows Apartments). The

passengers previously utilizing the route can walk less than ¼ mile to Lee – Link 443 or Highway 17-92 – Links 1, 9, or 102.

- Link 16: The change will discontinue the service on Edgewater between Fairbanks and Maury. A total of 48 passengers per day are at risk with this proposed change. The passengers previously utilizing the route can walk less than ½ mile to Maury – Link 125 or Fairbanks – Link 23.

Link 20 and 25:

- Both routes will continue on their existing routes from Downtown Orlando, however, the proposed change will terminate the routes in the vicinity of Mercy Dr./Shader Rd. and Mercy Dr./Silver Star Rd. The new Link 125 will replace most service on Silver Star Rd., originating at West Oaks Mall, traveling East-West on Silver Star Rd., along Maury Rd, to Edgewater Dr., crossing Princeton St., serving Florida Hospital on Rollins Ave., continuing South on Mills Ave. into LYNX Central Station. The route will run every 30 minutes and provide direct service from high concentration of entry level employment areas along Silver Star Rd. directly into Florida Hospital which will eliminate the current transfers.

Link 23:

- The route is modified with all services radiating from Winter Park. It will continue to run through Rosemont from the Seminole County line and then extend to Winter Park Village terminating at Denning. Portions of the eliminated service are replaced in part by the new Link 443 which will begin by Winter Park Hospital, continue to Winter Park Village, on to Rosemont, and continue to Park Promenade SuperStop for transfers creating a new East-West connection.

Link 39:

- The service on Highway 17-92 North of S.R. 436 will be on Link 103 and run similar to the existing Link 39 to Seminole Town Center. It will continue to serve Seminole Community College. The service on Highway 17-92 South of S.R. 436 will be on Link 102 and run into Winter Park Village, along Denning, through Downtown Winter Park, onto Orange Ave., into Downtown Orlando. These routes represent two of the Transit Emphasis Corridors. The service from S.R. 436 into Downtown Orlando will be every 15 minutes on weekdays, 30 minutes on the weekends, and will match the current service.

Link 48 and 49:

- Link 48: The proposed change will streamline the end of the line. Currently, the bus makes a loop through Balboa/Bramblewood/Willowwood/Hiawassee. This segment would be discontinued with the service shifting to the East and maintaining service into Park Promenade Superstop. A total of 344 passengers per day are at risk with this proposed change. The route carries an average of 1,869 passengers per average weekday and 964 on Saturday and 689 on Sunday. Passengers previously utilizing the route can walk less than ½ mile to Hiawassee – Link 37.
- Link 49: The proposed change will streamline a loop. The change will discontinue the service on Balboa/Hastings. Service will go both North and

South across Pine Hills and make the loop at Indian Hill and North Lane. A total of 83 passengers per day are at risk with this proposed change. The route carries an average of 1,955 passengers per average weekday and 1,019 on Saturday and 583 on Sunday. Passengers previously utilizing the route can walk less than ½ mile to Pine Hills – Link 49 or to Powers Dr. – Link 48.

Link 443:

- The service will continue along Lee Road to Edgewater Drive and continue to the Rosemont SuperStop, replacing portions of the former Link 23, and on to the Park Promenade SuperStop instead of traveling to the east to the VA Clinic, already served by Link 13.

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement the proposed service changes effective August 17, 2008.

The Chairman asked if any members had questions. The Chairman recognized Secretary, Noranne Downs.

Secretary Downs asked Mr. Smith about an addition of a bus shelter mentioned in his presentation and whether the need for only one shelter was created by the proposed changes. Mr. Smith explained areas for several shelters were being reviewed. One area under consideration is near Winter Park Village on Denning. In order to facilitate the new transfers occurring at that location, there is three shelters under consideration – two on the West side of Denning and one on the East side of Denning. Additionally, a new shelter is under consideration at Edgewater/Maury to facilitate the Haven of Hope. Overall, shelters and amenities are being reviewed on the major corridors such as Silver Star and Highway 17-92.

Public Comment

The Chairman recognized those speakers who have requested to speak on the proposed service changes or specific routes.

Jackie King, Orlando, Florida. Waived her time to speak.

Deane Maria Davis, Orlando, Florida. Not present to address the Board.

Vincent Blando, Orlando, Florida. Not present to address the Board.

Curnella Rose, Orlando, Florida addressed the Board. Ms. Rose explained that she came to the Orlando area in 1990, when there was only one bus in her area and now there are many buses and it is more difficult to go where she needs to go. She noted that she utilizes routes 20, 25, 53, 54, and 442 and the varying schedules make transfers very difficult. Ms. Rose would like to see the scheduling of the departures occur more frequently. As a disabled citizen, the bus drivers are not considerate to the amount of time needed to get to the stop.

Sarah Graham, Orlando, Florida addressed the Board. Ms. Graham noted that she has utilized route 25 to work at the West Oaks Library. The proposed change will now require her to

transfer from route 25 to 125 very early in the morning to arrive at work at 6:00 a.m. She is concerned where the stop is located for the connection and the time the connecting route will arrive.

Tammy Pinkney, Orlando, Florida addressed the Board. Ms. Pinkney expressed concerns for the changes to route 48. She explained that in her neighborhood there are many families, children, and elderly and the change will create a longer, unsafe walk for them.

Lou Manfredo, Orlando, Florida addressed the Board. Mr. Manfredo expressed concern for the changes to route 16. He noted that at 9:00 a.m. and 3:00 p.m. with the number of riders boarding from Edgewater High School, Bishop Moore High School, and the Haven of Hope, it is very difficult to find a seat on the bus. Mr. Manfredo explained that between 800 and 1,300 people rely on the services provided by Haven of Hope and utilize route 16 to access their services. The proposed change will create a tremendous hardship and an unsafe environment to cross the street and Edgewater and Maury.

Roxanne Nordquist, Ocoee, Florida addressed the Board. Ms. Nordquist introduced herself as the Founder and Executive Director of the Haven of Hope Ministries. Haven of Hope is a non-profit organization that began providing services to disabled and handicapped 18 years ago. Haven of Hope began providing services on Edgewater Dr. 11 years ago. Ms. Nordquist expressed her concerns regarding the proposed changes to route 16. The Haven of Hope facility is located between Maury and Fairbanks Ave. She noted that the intersection of Maury and Edgewater is large and for the disabled, too difficult to cross. The distance of even 2/10 of a mile is too long for the more extremely disabled. Of the 800 people serviced by Haven of Hope monthly, approximately 90% arrive by bus.

Skip Singh, Orlando, Florida addressed the Board. Mr. Singh noted that he was 100% disabled and has depended upon LYNX for 17 years. He expressed his concern for the proposed changes to route 16. Mr. Singh utilizes the route to access the Haven of Hope. He noted that with the number of riders boarding in the area, it is very difficult to find a seat on the bus, that often riders are standing in the aisle, and that he has filed a customer complaint. With no shelter currently in the area, weather conditions will make it even harder for the disabled to travel the distance to the stop as it is proposed.

James Keller, Orlando, Florida. Not present to address the Board.

Daisy Parisi, Winter Park, Florida addressed the Board. Ms. Parisi introduced herself as a resident of Calvery Towers. She noted that she utilizes routes 14 and 16. Based on the proposed changes, route 14 will transport the residents to Denning and Webster. Ms. Parisi explained that many of the residents shop at the K-Mart shopping center at the intersection of Highway 17-92 and Lee Rd. and that she is concerned for the safety of those attempting to cross such a large intersection.

Minna Gardner, Winter Park, Florida addressed the Board. Ms. Gardner introduced herself as a resident of Calvery Towers. She noted that she utilizes routes 14 and 16. Ms. Gardner shops at the K-Mart shopping center and explained that the timers on the crossing signals at the intersection are too short to allow the elderly and disabled to cross.

Glynda Page, Orlando, Florida. Not present to address the Board.

Johnnie Anderson, Orlando, Florida. Not present to address the Board.

Francie Hyde, Winter Park, Florida addressed the Board. Ms. Hyde introduced herself as a resident of Calvery Towers. She noted that she utilizes route 14. Ms. Hyde offered a suggestion to address those residents that were concerned they would have to cross a dangerous intersection to shop at the K-Mart center – perhaps the bus could make two scheduled stops in the morning and two in the evening at the shopping center if it could not run in the center all day.

Rebecca Hobbs, Orlando, Florida. Not present to address the Board.

Patricia Land, Orlando, Florida. Not present to address the Board.

Marilyn Baldwin, Orlando, Florida. Not present to address the Board.

Chuck Graham, Winter Garden, Florida addressed the Board. Mr. Graham requested the Board table the matter of the proposed service changes until October. He explained that the selection of August, a hot and humid month, is too difficult to walk longer distances. He questioned why the months of April, October, or December were not selected when weather conditions are better.

Rochelle Womack, Maitland, Florida addressed the Board. Ms. Womack introduced herself as a student and rider of LYNX system for 10-15 years. She expressed her concern for the dangers of riding the bus at night and being left in poorly lit areas. Ms. Womack noted that she has been utilizing routes 1 and 9 to get to school and with the change, she will need to transfer to another route to get there. As an alternative, she suggested she could take route 39, however, she would have to cross Highway 17-92 and considers it much too dangerous due to cars running red lights.

Julaino Nicholas, Orlando, Florida addressed the Board. Mr. Nicholas introduced himself as a former chairman of the Orlando AMA Health Planning Council. He noted he utilizes routes 14, 16, 20, and 25. Inasmuch as he understands there is a lack of funding for the budget, the service still needs to be provided. Mr. Nicholas explained that he is disabled and cannot walk the additional distances that proposed changes include – especially in the hot and humid weather.

Wayne Humphrey, Orlando, Florida addressed the Board. Mr. Humphrey introduced himself as Vice President of the Central Florida, YMCA. He explained that LYNX is a nexus to the economy – a lifeline between the citizen, their work place, place for entertainment, and their school. In fact, the U.S. Department of Transportation shares that as of 2006, LYNX had 150M passenger miles. With the thousands employed in Central Florida, it would beg the question as to whether tax credits and other incentives for the private sector businesses would encourage them to assist the LYNX leadership to continue the great service it provides.

Evelyn Dawursk, St. Cloud, Florida addressed the Board. Ms. Dawursk questioned that with increased ridership, paratransit riders trying to use fixed routes, and fare increases why is cutting services being considered.

Victor Torres, Orlando, Florida addressed the Board. Mr. Torres introduced himself as a LYNX bus operator. As a driver, he has driven the routes that are being considered for change. He questioned if the routes are cut, how will the riders who rely on the schedule for other aspects of their lives. He questioned if jobs will be lost because routes are cut and what will happen to those drivers. As a suggestion, Mr. Torres recommended that the route changes be implemented as an experiment while maintaining the existing routes. The riders are asking for more service due to the rising cost of fuel.

Carl Metler, Orlando, Florida addressed the Board. Mr. Metler spoke on behalf of Calvery Towers, routes 14 and 16, and the citizens crossing the intersection from Denning to the K-Mart center. With the danger of crossing this intersection and others like it, how many citizens are afraid to ride the bus if they fear these potentially fatal intersections? By means of suggestion, instead of cutting services because of budgetary shortfalls, why not solicit volunteers.

As all speakers that requested to speak were called upon, the Chairman closed the public comment section of the meeting.

The Chairman asked if Board members had any questions. The Chairman recognized Secretary Downs who asked the financial effects of moving the implementation from August to October. Mr. Francis addressed the question. He explained that any savings that would have been realized by implementing the service cuts. This would reduce the carryover amount that could be applied to the FY2009 budget amount.

Ms. Watson further explained the rationale for selecting August for implementation. It is preferable to implement major route changes once a year in the month of April, August, or December. August was selected for the implementation of these changes because it is the month school starts and people get into new habits around the school year. If implementation is moved to October, a month after the school year has begun; it is more difficult for the public to adjust.

Motion was made and seconded to authorize the Chief Executive Officer (CEO) or designee to implement the proposed service changes effective August 17, 2008 with staff reporting to the Board prior to the effective date on possible solutions for the route to provide service to the K-Mart shopping center at the intersection of Highway 17-92 and Lee Road. The motion passed unanimously.

8. Information Items

Information Items are for review purposes only. No action is required.

Motion was made and seconded to receive item 8A for information. The motion passed unanimously.

9. Other Business

The Chairman asked if there was other business to bring before the members. Hearing none, the chairman moved the Agenda.

10. Monthly Reports

Monthly Reports are for review purposes only. No action is required.

Meeting adjourned at 5:15 p.m.

Consent Agenda Item #6.A. i

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
William Hearndon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Enter into an Annual Coordination Agreement with Three Medicaid Compensable Entities and Thirty-Five Non-Compensable Entities

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into an annual coordination agreement with three Medicaid compensable entities and thirty-five non-compensable entities.

BACKGROUND:

Florida Statute 427 requires any entity receiving State funding with a transportation line item in their budget (with the exception of Medicaid) to maintain a Coordination Agreement with the designated Community Transportation Coordinator (CTC) within their service area. To receive those State funds, the entities receiving the funding must be able to provide the service at a cost lower than that of the CTC, with the same quality of service.

Florida Statute 427 requires the CTC to perform an annual evaluation of the entities to ensure safety and compliance with State and Federal regulation. It further requires the entities to report their annual statistics to the CTC for inclusion in the CTC's Annual Operating Report (AOR). This allows the Florida Legislature to understand how their transportation dollars are being used and allows the CTC to draw down additional Transportation Disadvantage Trust funds within their service area.

We currently have three Medicaid reimbursable Coordination Agreements in place and thirty-five Coordination Agreements with other entities that receive State funding.

The three Medicaid reimbursable entities include Lakeside Behavioral Healthcare, Park Place Behavioral (Osceola Mental Health), and Seminole Community Mental Health. These entities provide Medicaid compensable transportation services to their customers traveling to or from their facilities. Out of our Medicaid revenues, LYNX reimburses these entities \$16.40 per one-way trip, less the \$1.00 per trip Medicaid co-pay. If these entities were not providing these transportation services, the trips would become the responsibility of the CTC (LYNX) at a cost of more than \$34 per trip. These entities provide approximately 65,038 annual trips at an annual expense to LYNX of \$1,001,586 and an annual savings to LYNX of approximately \$1,209,706.

The thirty-five entities that receive State funding are primarily Developmental Services Med-Waiver transportation providers for the Agency for Persons with Disabilities (reimbursed by that agency at \$7.47 per one-way trip) or agencies that have received Section 5310 (formerly Section 16(b)2) capital funding through the Florida Department of Transportation. There is no fiscal exchange between LYNX and these agencies.

FISCAL IMPACT:

The three Medicaid compensable Coordination Agreements will have an expense to the FY 2009 budget of \$1,001,586. This amount has been included in the Paratransit Operations FY 2009 Operating Budget. The multiple non-compensable Coordination Agreements will not have a fiscal impact on the FY 2009 budget.

Consent Agenda Item #6.B. i

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Belinda Balleras
(Technical Contact)
Jeff Reine
(Technical Contact)
Doug Jamison
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute First Year Option of Contract #07-001 Barracuda Building Corporation for Installation of Passenger Amenities

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the first year option to Contract #07-001 Barracuda Building Corporation, for the Installation of LYNX Passenger Shelters and Amenities.

BACKGROUND:

The Board approved the award of Contract #07-001 in February 2007 to Barracuda Building Corporation, for an initial term of one year, in the amount not to exceed \$211,217, based on initial quantities established during the initial first year anticipated installations. Per the IFB, the quantities are not guaranteed or binding upon LYNX.

LYNX shall have the option to extend the Contract for four yearly options, based on the "as bid" prices, subject to price/cost analyses for any request for adjustments in unit pricing. The contract covers the tasks of site demolition and preparation, traffic control, ground work, installation of concrete pads and installation of passenger shelters with associated site hardware. Prices are set as unit costs for each piece of work to be performed. LYNX will issue separate work orders for batches of site installations throughout the term of the contract.

LYNX has been utilizing the services of Barracuda Building Corporation for the installation and removal of passenger shelters and associated amenities for the past year. Barracuda currently has installed a total of fourteen shelters for LYNX. In addition, a total of nine shelters are

currently in the process of being permitted or are awaiting on Transit Station License Agreements from private property owners. During this time, Barracuda has provided LYNX quality installations that are within budget and within the schedules provided by the contractor. Barracuda has also been able to respond to LYNX requests for quick turn around on high profile shelter installations and removals.

Barracuda has been installing shelters and associated amenities for LYNX since 2003. Barracuda was the successful bidder for the Rosewood Way Transfer Facility. This project included concrete drive lanes, shelter foundation, concrete slabs, installation of shelters and associated amenities. The project was completed on schedule and within budget. This is especially noteworthy as the timeline for completion for this project was full construction to be completed within 90 days. By current fiscal year end, we anticipate the total number of fully installed shelters to be twenty-three. Barracuda continues to meet LYNX work order schedules and has performed satisfactorily in accordance with the terms of the contract.

FISCALIMPACT:

The first year option renewal of Contract # #07-001 with Barracuda Building Corporation will utilize grant funding to be approved and programmed as part of the FY 2009 Capital Budget.

Per the Board presentation in June 2008, LYNX intends to program the installation of approximately 80 shelters system-wide. Estimated cost for this is approximately \$820,000 in FY 2009 subject to the Board's adoption of the final budget. This cost for installation may vary depending upon the size of the shelter installed.

Consent Agenda Item #6.B. ii

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Extension of Contracts
Authorization to Execute an Interlocal Agreement with VOTRAN for
Commuter Bus Service between Volusia County and Downtown Orlando

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute an Interlocal Agreement between LYNX and VOTRAN to continue the commuter bus service between Volusia County and Downtown Orlando effective October 1, 2008.

BACKGROUND:

Over the past several years, LYNX and VOTRAN have worked in a cooperative relationship to provide commuter bus service (Link 200) between Volusia County and Downtown Orlando via Interstate-4. The Florida Department of Transportation (FDOT) provided a service development grant to the Volusia County Government funding fifty percent (50%) of the cost to operate the service less farebox recovery. LYNX and VOTRAN share in the remaining 50% expense equally less the farebox recovery.

LYNX and VOTRAN have mutually expressed a desire to continue this service. The ridership for Link 200 has performed as follows:

- ✓ FY2005 number of riders was 12,736
- ✓ FY2006 number of riders was 12,560
- ✓ FY2007 number of riders was 12,065
- ✓ FY2008 number of riders was 13,293 (October 2007 – July 2008)

LYNX Board Agenda

The motivation for continuing the agreement is primarily one of supporting infrastructure challenges, reducing local road congestion, and providing transportation alternatives for our customers.

FISCAL IMPACT:

The funding to cover the LYNX total service cost is included in the FY2009 budget at an estimated amount of \$189,321 annually.

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
(LYNX)
AND
VOTRAN (A DEPARTMENT OF THE GOVERNMENT OF VOLUSIA
COUNTY)
AN INTERLOCAL AGREEMENT FOR THE PROVISION OF COMMUTER BUS
SERVICE BETWEEN VOLUSIA COUNTY AND DOWNTOWN ORLANDO FOR
FISCAL YEAR 2008-2009**

The parties to the Agreement are the County of Volusia, a political subdivision of the State of Florida, 123 West Indiana Avenue, Deland, FL 32720 (hereinafter, "COUNTY"), and the Central Florida Regional Transportation Authority, body politic and corporate created pursuant to Part II, Chapter 343 , Florida Statutes, 455 N Garland Avenue, Orlando, FL 32801 (hereinafter "LYNX").

WHEREAS, the County of Volusia is a political subdivision of the State of Florida; and

WHEREAS, LYNX is the regional public transportation agency responsible for providing an integrated, efficient and comprehensive public surface transit system in the counties of Orange, Osceola, and Seminole including bus service; and

WHEREAS, population growth in Volusia and Seminole Counties and employment growth in downtown Orlando have contributed to a rapid increase in peak period traffic congestion on Interstate-4, between Volusia County and downtown Orlando, which has resulted in the degradation of Level of Service; and

WHEREAS, the Volusia County Metropolitan Planning Organization, METROPLAN ORLANDO, LYNX, the Volusia Transportation Authority, and the Florida Department of Transportation completed an Inter-Regional Study to identify short term, quickly implementable transit service for West Volusia County and the Orlando Urban area to assist in minimizing congestion; and

WHEREAS, the COUNTY and LYNX mutually desire to enter into a cooperative relationship whereby LYNX will provide or cause to be provided the operational services associated with commuter bus service between Volusia County and downtown Orlando via Interstate-4; and

WHEREAS, the Florida Department of Transportation (FDOT) has offered a service development grant to the Volusia Transportation Authority which will provide fifty percent (50%) of the funding necessary to operate commuter bus service.

NOW, THEREFORE, in consideration of the mutual promises and undertakings contained herein, the parties hereby agree as follows:

- 1. DEFINITIONS.** For purposes of the Agreement, the following words shall have the meaning stated in this Section 1, unless the context clearly indicates otherwise.

- A. VOTRAN means the Volusia Transportation Authority, as described in §2-137 of the Volusia County Code of Ordinances.
 - B. Manager means the General Manager of VOTRAN, or his or her designee.
 - C. LYNX means the Central Florida Regional Transportation Authority, as created and described in Part II, Chapter 343, Florida Statutes.
 - D. Project Manager means the individuals LYNX And VOTRAN designate as the points of contact for the operation of the service.
 - E. Passenger means a person receiving transportation service from LYNX. The passenger is VOTRAN's customer and is the user of the service provided by LYNX.
 - F. Service shall refer to commuter bus service as outlined in Attachment A "Volusia County Commuter Bus Service Plan".
 - G. Safety Sensitive Employees are those personnel who dispatch or control revenue service vehicles under this Agreement and personnel who maintain revenue service vehicles or equipment used under this Agreement.
2. **AGREEMENT.** LYNX agrees to provide commuter bus service scheduled by VOTRAN in accordance with this Agreement. As consideration for the satisfactory performance of LYNX' promises contained herein, COUNTY agrees to reimburse LYNX for services rendered in accordance with the reimbursement rates and terms stated in Section 3 below.
3. **REIMBURSEMENT RATES AND TERMS.** COUNTY agrees to reimburse LYNX for services rendered based upon the following overall costs:
- A. For the first six (6) months of service, COUNTY will pay LYNX at a Commuter Bus Service rate determined as of September 30, 2008 per total service hour (revenue and non-revenue).
 - B. Upon completion of six (6) months of Commuter Bus Service, the parties mutually agree that COUNTY will pay LYNX the actual cost of Commuter Bus Service based on LYNX' records of all actual costs associated with the performances of this Agreement. Within thirty (30) days after the end of the initial six (6) month period and any such other six (6) month period, LYNX will provide COUNTY with a schedule (detailed listing) of the Commuter Bus Service cost of operations for the preceding six (6) months. In the event that COUNTY has underpaid the costs for the preceding six (6) months, COUNTY will pay the balance due within thirty (30) days of invoicing. If COUNTY has paid more than the actual costs for the preceding six (6) months, a credit will be given to COUNTY for the amount of overpayment on the following month's billing.

The estimated rate will be adjusted to an hourly rate based on the current hours of operation and the preceding six (6) months of actual costs. This rate will be effective for the next six (6) months. This adjustment process will be completed within thirty (30) days from the end of each six (6) month period.

- C. The funding partnership for Commuter Bus Service shall be as follows:
- COUNTY shall provide 75% of the funding (25% from the COUNTY plus 50% from its direct Joint Participation Agreement with the Florida Department of Transportation).
 - LYNX shall provide no more than 25% of the funding.
4. **TERM.** The term of this Agreement shall be for a one-year period, commencing upon execution of the Agreement by both parties and ending September 30, 2009, contingent upon annual appropriations by the Florida State Legislature and the Volusia County Council.
 5. **ON-GOING SERVICE REVIEW.** The COUNTY and LYNX shall evaluate the service performance of the Commuter Bus Service operations on an on-going basis. Should ridership and service performance significantly decline, LYNX may, at its sole option, discontinue the service upon sixty (60) days written notice to COUNTY.
 6. **SCOPE OF WORK.** The scope of work is outlined in Attachment A “Volusia County Commuter Bus Service Plan”.
 7. **COMPLIANCE WITH REGULATIONS.** This agreement and the use of transit vehicles and all services provided by LYNX/VOTRAN contemplated by this Agreement are subject to and shall be in accordance with the terms and conditions of the grant agreement(s) between the respective transit agencies, and the Federal Transit Administration and the Florida Department of Transportation, both of whom provided funds for the provision of service. This Agreement is subject to all applicable Federal, State and other governmental laws, rules or regulations.
 8. **METHOD OF PAYMENT.** COUNTY shall pay LYNX for the number of total service hours (revenue and non-revenue) actually provided, in accordance with the rate schedule stated in Section 3. LYNX shall invoice COUNTY within thirty (30) working days following completion of the service for the month. COUNTY will reimburse LYNX on a monthly basis. LYNX’ invoice shall specify by date the number of revenue hours provided during the billing period. LYNX’ funding portion, as provided in Section 3, shall be deducted from the billing invoice. In addition, LYNX shall list all fares collected by LYNX that shall also be deducted from the monthly invoice. Also, LYNX shall increase the monthly invoice for LYNX’ 25% of the total fares collected by LYNX and the COUNTY. This method allows for all fare revenue to be accounted for and allocated 50% FDOT, 25% VOTRAN, and 25% LYNX because LYNX is collecting VOTRAN’s fare media as well as cash. COUNTY will review the information and invoice and pay LYNX the amount of the invoice within thirty (30) days after receipt.

9. **ADVERTISING.** The parties agree that LYNX shall have the right to sell advertising space both on the exterior and interior of each vehicle. All revenues derived from such advertising shall be collected by LYNX and used to fund LYNX' 25% share of monthly service costs. Any excess revenues generated by advertising shall remain the property of LYNX.
10. **SERVICE AVAILABILITY.** The service availability requirements of the Agreement are met with:
 - A. A vehicle and driver meeting the requirement of this Agreement are available to meet all trips assigned by the Manager, except in cases of vehicle breakdown, accident, or similar service interruptions beyond LYNX' control;
 - B. In cases where service is interrupted because of vehicle breakdown, accident or similar service interruption, LYNX will send a relief vehicle and/or driver to resume service immediately.
11. **ACCIDENTS.** LYNX shall be responsible for responding to, investigating, and notifying VOTRAN of any accident that involves vehicles or drivers providing service under this Agreement. LYNX shall report all such accidents by faxing a record of the LYNX Daily Operations Report on an exception basis. The LYNX Risk Manager will provide VOTRAN with a summary of accidents every thirty (30) days. The Risk Manager will also coordinate all claims with COUNTY's Risk Manager.
12. **PASSENGER COMPLAINTS.** LYNX shall receive and process all passenger complaints. LYNX shall receive and will investigate and make its best effort to resolve all service complaints in a timely manner. LYNX shall provide a Passenger Complaint report by fax within 48 hours from the time the complaint was received. The Complaint report shall include the nature of the complaint and the status. The LYNX Customer Relations Supervisor shall also provide VOTRAN with a Summary Complaint Report every thirty (30) days.
13. **MARKETING.** LYNX and VOTRAN agree that, in order for the proposed service to be successful, a marketing program must be sustained throughout the term of this Agreement in order to maintain the ridership base as well as attracting new riders to the proposed service. LYNX and VOTRAN shall jointly develop a Marketing Plan for the service. Marketing costs will be determined and each agency's share of expenses will be negotiated and outlined in the Marketing Plan including both out-of-pocket expenditures and in kind services.
14. **PUBLIC INFORMATION.** LYNX and VOTRAN agree to include on the vehicle information regarding the other parties' public transportation services, such as service and written public materials/schedules.
15. **PERFORMANCE STANDARDS.** LYNX shall require strict adherence of the following performance standards. Failure to meet these performance standards within ten

(10) days after notification of corrective action necessary to resolve the deficiency shall be cause for termination of this Agreement.

- A. Satisfactory Driver and Vehicle. No passenger shall be transported by a vehicle or driver not meeting the requirements of this Agreement.
- B. Operating Schedule. LYNX shall be available for service as specified in Attachment A “Volusia County Commuter Bus Service Plan”.
- C. On-Time Performance. LYNX shall maintain an average on-time performance of 90%.
- D. Driver Standards. LYNX agrees, as to all drivers or subcontractor drivers employed by LYNX, to comply with the driver standards specified by COUNTY, §341.061, Florida Statutes, and Chapter 14-90, Florida Administrative Code. Standards shall include a formal selection process to include:
 - Verification that the applicant has a valid commercial driver’s license of an appropriate class corresponding to the type of vehicle and nature of driving the applicant is expected to perform.
 - Verification that the applicant has a clean driving record with no more than 3 points in the past three years.
 - Verification that the applicant is physically capable of safely driving all vehicles to be used to transport passengers.
 - Verification that a D.O.T. pre-employment physical and drug screen have been performed.
 - Verification that a criminal background check has been completed.
 - Verification of proper identification for purposes of Federal Immigration and naturalization Form I-9 purposes.

LYNX agrees to maintain a file on each driver that includes copies of annual motor vehicle records, record of complaints, commendations, accident reports, and documentation of training completed. In compliance with the Americans with Disabilities Act, LYNX agrees to maintain a separate confidential physical and drug screen file.

LYNX shall employ drivers who are sufficiently skilled in the English language to carry on necessary conversations with passengers and the dispatcher, to read a vehicle schedule, and fill out required reports. Drivers shall not smoke, drink, nor eat at any time in a vehicle while performing service under this Agreement.

- E. Training Standards. LYNX shall provide an approved driver training and retraining program to teach and maintain driver proficiency and the necessary skills to provide safe, courteous, efficient service. The driver training program shall include:

- Defensive driving, using a program approved by the National Safety Council.
- Use of all special equipment with the job, such as wheelchair lifts, fire extinguisher and two-way communications.
- Operating procedures, including passenger assistance policies, fare collection, vehicle pre-operations checks, use of forms, record keeping, and dispatch procedures.
- Familiarization with the service area.
- Passenger assistance techniques and sensitivity training.
- Relevant policies and procedures contained in an Operator's Manual.
- Familiarity with VOTRAN's connecting routes and schedules (routes 18, 20 and 22).

In addition, LYNX agrees to perform drivers training to include at least annual reviews of an individual driver's responsibilities and performance and semi-annual observations of the driver's on-the-job performance. Supervisors should ride with the drivers to observe their driving techniques. New drivers shall be road tested with each different kind of vehicle to be sure they can handle them before passengers are transported. Records will be maintained for all drivers to verify that the training has been received. Individual training records shall be available for inspection upon request.

- F.** Uniforms. LYNX Bus Operators, as employees under Contract, shall be required to wear LYNX uniforms.
- G.** Vehicle Standards. LYNX shall provide a sufficient number of vehicles to meet the service levels outlined in Attachment A, and must include spare vehicles to allow for routing, servicing and maintenance, repairs, vehicle breakdowns, and similar occurrences, as many as may reasonably be anticipated. LYNX shall assign suburban coaches for the service. Vehicles shall be in good working condition. A minimum capacity of 43 seats shall be provided. Each vehicle shall comply with ADA guidelines for accessibility (i.e. wheelchair lifts and tie downs). Each vehicle shall come equipped with an electronic destination sign as well as information racks.
- H.** Project Management. The Manager of Transportation and/or his designee shall act as the Project Manager and shall provide adequate staff to manage the service in an efficient manner. LYNX shall provide dispatch coverage from the operating base and maintain a driver pool adequate to ensure that daily service demands are met. The Project Manager shall be located at the LYNX operating facility and will be available for required meetings. The Project Manager or designee shall at all times be available by phone and shall have the legal authorization of LYNX to take reasonable action in the event of an emergency. LYNX agrees to provide emergency phone numbers to VOTRAN for all key administrative/management

personnel. Also, VOTRAN shall designate a Project Manager to serve as the Agency's primary contact and will provide emergency phone numbers if needed.

The Project Manager shall be responsible for communication, coordination, and management needed for the operation of an efficient and effective service.

I. Performance Log. LYNX shall maintain a daily operations record which can be provided to VOTRAN.

J. Reporting. LYNX shall provide ridership information and all other associated data for National Transit Database (Section 15). LYNX shall be responsible for collecting and depositing all passenger fares collected onboard the buses. Collected fares shall be counted and deposited on a daily basis to a bank account established by LYNX. All farebox revenues generated by the service shall remain the property of LYNX.

LYNX shall maintain GFI CENTS-A-BILL farebox or an approved equivalent on all vehicles used in revenue service. LYNX should provide a daily summary of farebox vault fares collected. In addition, a count of passengers by fare type for each revenue trip should be provided. VOTRAN reserves the right to observe, count, or perform other audit functions necessary to verify the security and accuracy of the fare collection procedure.

K. Safety Policy. LYNX shall have a safety policy, including a system for monitoring driver performance which identifies problem drivers and recognizes good drivers. The program shall include methods for promoting safe driving practices, such as awards, meetings and posters. LYNX must have a written Safety System Program Plan (SSPP) that meets the requirements of COUNTY, §341.061, Florida Statutes, and Chapter 14-90, Florida Administrative Code.

L. Drug Free Workplace Policy. LYNX shall have a written Drug Free Workplace Policy that meets Federal Transit Administration requirements for Drug/Alcohol testing of all safety sensitive employees to include pre-employment, random, post-accident and probable cause. LYNX agrees to randomly test safety sensitive employees using LYNX' internal program as approved by FTA. LYNX agrees that if routine vehicle maintenance is subcontracted, the company providing the maintenance meets the FTA drug testing requirements.

M. Facility Standards. LYNX shall provide a base of operations with adequate facilities to secure parking, administration, vehicle maintenance and service. LYNX administrative and management office shall be equipped with a fax machine on a dedicated telephone line and sufficient voice telephone lines to ensure that the supervisors and administrative staff can be reached during service hours, as specified in Attachment A.

N. Refusal of Service. LYNX shall have the right to refuse service to a passenger only if it is believed that the passenger cannot be transported safely or the passenger is disruptive, abusive, or reasonably appears to be intoxicated. All

service denials will be recorded on the Daily Operations Report and faxed to VOTRAN immediately.

16. **CHANGES IN SERVICE.** The COUNTY and LYNX may make changes within the scope of work to this Agreement as per mutual agreement between the parties. Such changes may include, but are not limited to, revised schedules, routes and stops; record keeping/reporting requirements; federal and state legislative action; and additional driver training and operations policy proposals. Should any change have a financial effect on the cost of operations, an equitable adjustment in the rates of compensation shall be negotiated.
17. **STATUS OF LYNX.** LYNX shall have the status of independent contractor to COUNTY, and not that of agent or employee. LYNX agrees that personnel assigned to provide services pursuant to this Agreement shall be considered employees of LYNX only, and not employees or agents of COUNTY. LYNX shall, with respect to said employees, be responsible for withholding and paying federal income taxes, paying Social Security taxes, paying unemployment insurance, and maintaining a policy of insurance covering workers compensation risks in such amounts and with such coverage as required by the laws of the State of Florida.
18. **CONFIDENTIALITY/SOLICITATION.** LYNX agrees to comply with applicable federal, state, or local laws, policies and procedures regarding disclosure of information concerning passengers who receive services under this Agreement.
19. **VEHICLE INSURANCE.** LYNX agrees to provide COUNTY with a Certificate of Insurance on the date of execution hereof, and on each renewal date showing a minimum liability insurance coverage for each vehicle used to provide service pursuant to Sovereign Immunity Statutes 768.28 which provides \$100,000 per person and \$200,000 per occurrence. A copy of LYNX' Self-Insurance Certificate will be provided to COUNTY.
20. **TERMINATION OF AGREEMENT.**
 - A. Termination Without Cause. Either party may terminate this Agreement without cause upon one hundred twenty (120) days written notice to the other party. Upon such termination without cause, LYNX shall be entitled to payment in accordance with the payment provisions, for services rendered up to the termination date and COUNTY shall have no other obligations to LYNX.
 - B. Termination for Cause. COUNTY may terminate this Agreement for material breach or for default, in accordance with the paragraph, if LYNX fails to perform the services in a timely manner and in accordance with the standards provided in Section 16 above. Prior to termination for cause, COUNTY shall give LYNX a Notice of Intent to Terminate, specifying the circumstances of LYNX' default. LYNX shall have fifteen (15) days to cure the default (measured from LYNX' receipt of the Notice of Intent). Notice of Intent to Terminate shall be provided by facsimile transmission as well as by certified mail. If LYNX fails to cure the

default before the expiration of the fifteen (15) day cure period, then COUNTY shall have no further obligation to LYNX except to pay for services provided through the date of the termination. LYNX shall not be found in default for events arising due to acts of God. LYNX may terminate this Agreement for material breach or for default and failure of payment in a timely manner.

C. Termination Due to Lack of Funding. In the event funds to finance all or a portion of this Agreement are not available, the parties may mutually terminate this Agreement with no less than 120 days written notice. Any decision regarding availability of funds shall rest solely in the sound legislative discretion of the County Council or LYNX' governing board.

21. SOVEREIGN IMMUNITY. Both the COUNTY and LYNX are governmental entities whose limits of liability are set forth in Section 768.28, Florida Statutes and nothing herein shall be construed to extend the liabilities of either beyond that provided in Section 768.28, Florida Statutes. Nothing herein shall inure to the benefit of any third party for the purpose of allowing any claim otherwise barred by sovereign immunity or operation of law.

22. GOVERNING LAWS. Except to the extent Federal law is applicable, the interpretation, effect, and validity of this Agreement shall be governed by laws and regulations of the State of Florida and County of Volusia, Florida. Venue of any legal action to enforce the terms of this Agreement, or any default thereof, shall be in Volusia County, Florida. In the event that an action is brought for the enforcement of any term of the Agreement, or any right arising therefrom, the parties expressly waive their respective right to have such action tried by jury trial, and hereby consent to a non-jury trial for the adjudication of such action.

23. AUDIT. COUNTY may require LYNX' financial and performance records to be audited on an annual basis by an independent certified public accountant of COUNTY's selection at COUNTY expense as a part of COUNTY's reasonable monitoring of LYNX' performance hereunder. By execution of this Agreement LYNX grants its consent to such audit.

24. NOTICES. All notices, demands, or other communications given hereunder shall be in writing and shall be deemed to have duly affected on the first business day after mailing via U.S. Registered or Certified Mail, Return Receipt Requested, postage prepaid, and addressed as follows:

Lois Bollenback
General Manager
VOTRAN
950 Big Tree Road
South Daytona, FL 32119

Linda S. Watson
Chief Executive Officer
LYNX
455 N. Garland Avenue
Orlando, FL 32801

Also:

Albert J. Francis II, CPA
Chief Financial Officer
LYNX
455 N. Garland Avenue
Orlando, FL 32801

Ellisa C. Darnall
Chief Operating Officer
LYNX
455 N. Garland Avenue
Orlando, FL 32801

- 25. EFFECTIVE DATE.** This Agreement shall become effective on the date of complete execution hereof, by all parties, as indicated below.
- 26. COMPLETE AGREEMENT AND AMENDMENTS TO AGREEMENT.** This Agreement represents the entire, full and complete agreement between the parties, and supersedes all prior agreements whether written or verbal. No other representations have induced the parties to execute the Agreement. There are no valid or binding representations, inducements, promises or agreements, oral or otherwise, between the parties that are not embodied herein. No amendment, change or variance from this Agreement shall be binding on either party unless executed in writing by both parties hereto.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereunto executed this Agreement as of the day and year first above written.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

Attest:

(seal)

Deborah Henderson, Executive Assistant

By: _____
Chief Executive Officer
Linda S. Watson

Approved by General Counsel
Akerman, Senterfett & Eidson, P.A.

By: _____
Patrick Christiansen, Esq.

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this _____ day of _____, 2008, by Linda S. Watson, Chief Executive Officer and Deborah Henderson, Executive Assistant, respectively, Central Florida Regional Transportation Authority, and they acknowledged before me that they executed the foregoing instrument on behalf of CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY as its true act and deed, and that she was authorized to do so.

Name:
Notary Public
Serial Number:
Commission Expires:

IN WITNESS WHEREOF, the parties hereunto executed this Agreement as of the day and year first above written.

County of Volusia

Attest:

(seal)

By: _____
County Manager Date

By: _____
County Council Date

County of Volusia, Florida
123 West Indiana Avenue
Deland, Florida 32720

STATE OF FLORIDA
COUNTY OF VOLUSIA

PERSONALLY APPEARED before me, the undersigned authority, _____ and _____ well known to me and known by me to be County Council and County Manager, respectively, the County of Volusia, Florida, and acknowledged before me that they executed the foregoing instrument on behalf of the County of Volusia as its true act and deed, and that they were duly authorized to do so.

WITNESS my hand and official seal this _____ day of _____, 2008.

Name:
Notary Public:
Serial Number:
Commission Expires:

Consent Agenda Item #6.B. iii

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
William Hearndon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute Amendment #8 to the Medicaid Subcontracted
Transportation Provider Contract with Florida Commission for the
Transportation Disadvantaged

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract amendment (Amendment #8) with the Florida Commission for the Transportation Disadvantaged (CTD) to extend the terms of the contract through November 30, 2008.

BACKGROUND:

In the State of Florida's 2005 fiscal year (July 1, 2004 through June 30, 2005), the Agency for Health Care Administration (AHCA) contracted with the Florida Commission for the Transportation Disadvantaged (CTD) to administer AHCA's Medicaid Non-Emergency Transportation (NET) program. The CTD contracted with LYNX to provide Medicaid NET services at a capitated monthly allocation of \$493,683 (\$5,924,196 annually) beginning in January 2005. During the State's 2006 fiscal year, statewide Medicaid NET funding was reduced resulting in the monthly allocation to LYNX being reduced to \$455,472 (\$5,465,664 annually).

There have been eight amendments since 2006 as follows:

Amendment #1: During the State's 2006 fiscal year, statewide Medicaid NET funding was reduced resulting in the monthly allocation to LYNX being reduced to \$448,165 (\$5,377,980 annually).

Amendment #2: In the State 2007 fiscal year, additional funding was added to the statewide Medicaid NET allocation, resulting in LYNX receiving an increase in our monthly allocation to \$500,948 (\$6,011,364 annually).

Amendment #3: For 2008 fiscal year, AHCA elected to enter into a six month contract amendment/extension with the CTD. Amendment #3 extended the current agreement by six months and maintained the monthly allocation at the same level as FY2007 (\$500,948 monthly) for the months of July and August 2007.

Amendment #4: Additional Medicaid Health Maintenance Organizations (HMOs) began providing transportation services to their enrollees on September 1, 2007. AHCA reduced allocations to Medicaid Non-Emergency Transportation providers by the amount provided to the HMOs (estimated at \$2.91 per member, per month) through the term of the current agreement (December 31, 2007). This resulted in a reduction in monthly allocations of \$69,821, from \$500,948 monthly to \$431,127 monthly.

Amendment #5: AHCA reconciled the number of enrollees of HMOs who provide transportation services and reduced the statewide Non-Emergency Transportation allocation by \$8.7 million, reducing LYNX monthly allocation to \$267,227 monthly. Amendment #5 accounts for this reduction and extends the terms of the contract by six months (January 2008 to June 2008).

Amendment #6: AHCA disallowed the Medicaid HMOs from providing transportation services to their enrollees effective March 1, 2008, moving those customers and trips back into the coordinated systems. As the Community Transportation Coordinator and Subcontracted Transportation Provider, LYNX will assume those customers and trips. The funding that had previously been removed from our system and given to the HMOs is being returned to LYNX in this Amendment, increasing our monthly allocation to \$500,938.

Amendment #7: This amendment extended the terms of the agreement through August 31, 2008, to coincide with AHCA's other contracts. Funding remained at the same level for the two month extension.

Amendment #8: This amendment extends the terms of the agreement through November 30, 2008, and reduces our monthly allocation by 4.8% from 500,938 per month to \$476,893 per month. This 4.8% reduction coincides with the reduction in statewide funding for Medicaid Non-Emergency Transportation Services.

FISCAL IMPACT:

Staff believes our Medicaid program can operate within the new given monthly allocation, but will closely monitor operational expenses during this short extension to ensure that LYNX will continue to operate in the black with the new contract (at the same funding levels), scheduled to be implemented December 1, 2008.

Our September 2008 Operating Budget will be amended accordingly, along with our proposed Fiscal Year 2009 Operating Budget. The new monthly allocation is expected to remain static through August 2009.

STATE OF FLORIDA
COMMISSION FOR THE TRANSPORTATION DISADVANTAGED
MEDICAID NON-EMERGENCY TRANSPORTATION (NET) PROGRAM
SUBCONTRACTED TRANSPORTATION PROVIDER AGREEMENT
AMENDMENT NO 8

AGREEMENT #: BDB01
FINANCIAL PROJECT ID#: 41604318201
F.E.I.D. # 591-396-396-001

This agreement, entered into on August 31, 2008 by and between the State of Florida, Commission for the Transportation Disadvantaged, hereinafter called "Commission" and LYNX, 455 N Garland Avenue, Orlando, FL 32801, hereinafter called "Subcontracted Transportation Provider" for Orange, Osceola and Seminole County(ies).

WITNESSETH:

WHEREAS, the Commission and the Subcontracted Transportation Provider heretofore on 1/1/2005 entered into an Agreement, hereinafter called the Original Agreement;

WHEREAS, the Commission desires to participate in all eligible items of development for this project as outlined in the attached amended Exhibit B.

WHEREAS, this amendment is necessitated by the amendment of the contract between the Commission, and the Agency for Health Care Administration for Medicaid Non-Emergency Transportation (NET) services.

NOW, THEREFORE, THIS INDENTURE WITNESSETH; that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Agreement is to be amended as follows:

1. Purpose of Agreement: The purpose of the agreement is not changed.
2. Accomplishment of the Agreement: The accomplishment of the agreement is not changed.
3. Expiration of Agreement: Paragraph 2, TERM of said agreement is amended to be November 30, 2008.
4. Amendment Amount: The agreement is increased by \$1,430,678.00.
5. Total Project Cost: The revised Total Project Cost is \$22,230,681.00.
6. Exhibit B of said Agreement is replaced by Amended Exhibit B and is attached hereto and made a part hereof.

EXCEPT as hereby modified, amended, or changed, all other terms of the Agreement dated 1/1/2005 and Amendments 1 through 7 shall remain in full force and effect. This amendment cannot be executed unless all previous amendments to this Agreement have been fully executed.

EXHIBIT B
AMENDMENT # 8
METHOD OF COMPENSATION

For the satisfactory performance of the services and the submittal of Encounter Data as outlined in Exhibit A, Scope of Services, the Subcontracted Transportation Provider payments shall be \$476,893.00 monthly with a final payment of \$476,892.00. The Subcontracted Transportation Provider shall be paid up to a maximum amount of \$22,230,681.00. The Subcontracted Transportation Provider shall submit invoices in a format acceptable to the Commission. The Subcontracted Transportation Provider will be paid after the Commission has received payment from the Agency for Health Care Administration.

1. Project Cost:

The STP shall request payment through submission of a properly completed invoice to the Commission Contract Manager or its designee. Once the Commission has signed the invoice for approval, the Commission shall submit the approved invoice to the DOT Disbursement Operations Office for payment to the STP.

<u>County:</u>	Orange, Osceola, and Seminole
<u>Total Project Cost To Date:</u>	\$20,800,003.00
<u>Amendment Amount:</u>	\$ 1,430,678.00
<u>Total Project Cost Revised:</u>	\$22,230,681.00

2. Disbursement Schedule of Funds

FY 08/09	September	2008	\$476,893.00
	October		\$476,893.00
	November		\$476,892.00

In witness whereof, the parties hereto have caused these presents to be executed, the day and year first above written.

STATE OF FLORIDA
COMMISSION FOR THE TRANSPORTATION
DISADVANTAGED

LYNX

SIGNATURE

SIGNATURE

Executive Director

TITLE

TITLE

Lisa M. Bacot

PRINTED NAME

PRINTED NAME

Consent Agenda Item #6.B. iv

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Rik Smith
(Technical Contact)
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Amend Contract #DTS 05-003 to Data Transfer Solutions (DTS) for Urban Design, Transportation Planning, Technical Studies, Implementing Geographic Information Systems, and to Exercise the First Option Year

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend Contract #DTS 05-003 to Data Transfer Solutions (DTS) in the amount of \$230,000 for Urban Design, Transportation Planning, Technical Studies, Implementing Geographic Information Systems, and to exercise the first option year in the amount of \$70,000.

BACKGROUND:

In October 2005, a contract was awarded to Data Transfer Solutions (DTS). The term of the contract is for three years with two one-year options for \$150,000 each year. The total potential value of the contract is \$750,000.

LYNX General Consulting needs over the past year have been greater than anticipated. As a result of vacancies of some hard to fill positions, coupled with a major service restructuring effort, LYNX anticipates exceeding the amount of the current three year contract with DTS expiring mid-October.

Staff is requesting authorization to amend the contract by \$230,000 through year three. Staff is also requesting authorization to exercise the first option year at a reduced amount of \$70,000. It is further the intent to not exercise the second option year of the contract. By taking these actions, the potential value of the contract will remain at \$750,000.

FISCAL IMPACT:

The money spent to date, as well as the money needed to continue this effort, is available in the current budget and is included in the FY09 budget, some of which is grant funded. No budget adjustments are required.

Consent Agenda Item #6.B. v

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Joe Cheney
(Technical Contact)
Bert Francis
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Ratification of a One-Month Extension with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of the Chief Executive Officer's (CEO) execution of a one-month contract extension with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program. The current contract expired on July 31, 2008, and was extended through August 31, 2008. The cost, which will be totally funded by FDOT, is not to exceed \$146,043 during this extension period as outlined below for the specified coverage areas and hours of operation.

BACKGROUND:

On May 18, 1998, LYNX and FDOT initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. After expansions, with 100% funding from FDOT, this program now consists of 24 Road Rangers, 1 Supervisor and 13 trucks. The patrol coverage area encompasses 76 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line, through Exit 132, I-95 Daytona Beach area in Volusia County. This is a 24/7/365 operation.

The LYNX Board of Directors approved a three-month extension to the current contract with FDOT in March 2008 to complete the second one-year option initiated in June 2007. This additional one-month extension was offered by FDOT in an effort to better formulate a plan for securing additional funds for the remaining 10 months of the fiscal year. LYNX staff will provide an update at the August Board meeting as well as request authorization to execute a contract with FDOT for the balance of the fiscal year.

FISCAL IMPACT:

The services provided under the existing contract agreement are funded 100% by FDOT. The current FDOT agreement #BD999 was originally executed in June 2004 in the amount of \$1,495,014 in year 1 and \$1,562,000 in year two. An amendment in the amount of \$190,520 was executed in January 2006 to cover expenses for additional services in LYNX' FY2006 budget. Due to the various increases such as fuel and other operating expenses over the past year, the annual contract amount was increased. The original nine month contract provided \$1,314,390 in funding for the program. The March 2008 contract extension provided an additional \$500,000 in funding increasing the total one-year funding to \$1,814,390.

Consent Agenda Item #6.B. vi

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Belinda Balleras
(Technical Contact)
Jeff Reine
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute First Year Option of Contract #07-019 Spencer Fabrications, Inc., for Manufacture of LYNX Passenger Shelters and Amenities

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the first year option to renew Contract #07-019 with Spencer Fabrications, Inc., for the manufacture of LYNX passenger shelters and amenities.

BACKGROUND:

The Board approved the award of Contract #07-019 in June 2007 to Spencer Fabrications, Inc., for an initial term of one year in the amount not to exceed \$502,900, based on initial quantities established during the initial first year fixed price period.

Contract #07-019 with Spencer Fabrications dated October 1, 2007 is an indefinite delivery and indefinite quantity contract, with options to extend the contract for four additional term(s) of one year each, subject to price/cost analyses for any future price escalation for any items included in the RFP.

Spencer currently manufactures the 15' X 15', 10' X 10' and 6' X 9' shelters for LYNX. During the current shelter manufacturing contract, Spencer Fabrications has continued to submit value engineering changes for all of the bus shelters. They provided a redesign for the 6' X 9' shelter to LYNX at minimal cost to the agency that includes a small bench and a different style roof line. Spencer also has a good understanding of the critical activity milestones and duration of the

manufacturing process. They continue to meet LYNX work order schedules and have performed satisfactorily in accordance with the terms of the contract.

FISCAL IMPACT:

The first year option renewal of Contract #07-019 with Spencer Fabrications will utilize grant funding to be approved and programmed as part of the FY 2009 Capital Budget. Per the Board presentation in June 2008, LYNX intends to program approximately 80 shelters system-wide. Estimated cost is approximately \$873,000 in FY2009 subject to the Board's adoption of the final budget. The cost for construction is variable depending upon the size of shelter constructed.

Consent Agenda Item #6.C.i

To: LYNX Board of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Miscellaneous
Resolution Authorizing the Re-appointment of Albert J. Francis, II as
Trustee for the ATU 1596 Pension Plan

Date: 8/21/2008

ACTION REQUESTED:

Adoption of an Authorizing Resolution re-appointing Albert J. Francis, II as management's representative on the Amalgamated Transit Union (ATU) Local 1596 Pension Plan.

BACKGROUND:

Employees who are members of ATU Local 1596 participate in a defined benefit retirement plan. The plan has an oversight trustee board consisting of three union and three management employees. LYNX' Chief Executive Officer selects three management employees to serve as trustees with confirmation from the LYNX Board of Directors and the Union's Executive Board appoints its representatives. Each member serves a three-year term.

Mr. Francis was originally appointed to serve as a Trustee in 2005, with the term expiring September 30, 2008. LYNX' CEO, Linda Watson, is recommending his re-appointment for another three-year term.

If approved, Mr. Francis will continue to serve alongside Ms. Lisa Darnall, Chief Operating Officer and Ms. Blanche Sherman, Manager of Finance, on the ATU Local 1596 Pension Board.

CFRTA RESOLUTION 08-002

**RESOLUTION APPROVING THE
RE-APPOINTMENT OF A MANAGEMENT APPOINTEE
TO THE BOARD OF TRUSTEES OF THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN**

WHEREAS, Central Florida Regional Transportation Authority (the "Employer") heretofore established a pension plan effective as of October 1, 1984 known as the Amalgamated Transit Union Local 1596 Pension Plan (the "Plan"); and

WHEREAS, Article II of the Plan authorizes the Employer to appoint three members to the Plan's Board of Trustees; and

WHEREAS, Albert J. Francis, II has served one full term as a Trustee and the appointment terminates as of September 30, 2008; and

WHEREAS, the Employer wishes to re-appoint Albert J. Francis, II to the Board of Trustees of the Plan, effective as of October 1, 2008.

NOW, THEREFORE, IT IS

RESOLVED, by the Governing Board that the Employer is authorized to re-appoint Albert J. Francis, II to the Board of Trustees of the Plan effective as of October 1, 2008; and it is

FURTHER RESOLVED, by the Board of Directors that any employee classified as a senior officer of the Employer is authorized to prepare and execute, on behalf of the Employer, any documents necessary to effectuate the appointment to the Board of Trustees of the Plan, and perform any other acts necessary to implement the reappointment to the Board of Trustees of the Plan.

**CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION
APPROVING THE
APPOINTMENT OF A MANAGEMENT APPOINTEE
TO THE BOARD OF TRUSTEES OF THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN**

APPROVED AND ADOPTED this _____ day of _____, 2008, by the
Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

Consent Agenda Item #6.C. ii

To: LYNX Board of Directors

From: Edward Johnson
CHIEF OF STAFF
Genevieve Iacovazzi
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Approval of LYNX' Disadvantaged Business Enterprise (DBE) Goal for
Fiscal Year 2008-2009

Date: 8/21/2008

ACTION REQUESTED

Staff is requesting the Board of Directors' approval of LYNX' Disadvantaged Business Enterprise (DBE) Program overall annual goal of 10% for FY 2008/2009.

BACKGROUND

As a grant recipient of Federal Transit Administration (FTA) funds, LYNX must ensure that disadvantaged business enterprises as defined in Title 49 Code of Federal Regulations (CFR) Part 26, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. As a condition of receiving Department of Transportation (DOT) financial assistance, LYNX developed and implemented a Disadvantaged Business Enterprise Program ("DBE Program") that was approved by FTA on June 22, 2000.

FTA requires that LYNX set its overall goal based on demonstrable evidence of the relative availability of ready, willing, and able DBEs in the areas from which LYNX obtains contractors. Federal regulations define a DBE as a for-profit small business concern, that is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals.

It also provides that any individual owning a business may demonstrate that he/she is socially and economically disadvantaged, even if that individual is not a woman or a minority. In addition, the individual net worth of each owner (excluding primary residence and interest in business) must not exceed \$750,000 and the average annual receipts over the firm's previous three fiscal years must not exceed \$17.4 million.

The chart below has been developed to show the goal and actual performance for the past few years.

LYNX DBE PARTICIPATION (LAST 4 YEARS)

<i>Year</i>	<i>DBE Goal</i>	<i>Total \$ Awarded</i>	<i>\$ to DBE's</i>	<i>% DBE Participation</i>
<i>FY 2004 - 2005</i>	12.25%	25,206,158	3,653,874	14%
<i>FY 2005 - 2006</i>	12.25 %	16,538,648	2,254,064	14%
<i>FY 2006 - 2007</i>	10.5%	18,233,696	2,355,060	13%
<i>FY 2007 – 2008 (as of 6/08)</i>	10.5%	7,264,674.04	612,556.48	8.43%

LYNX awards contracts that fall under three categories: (i) Professional Services (i.e., architect, engineering and legal); (ii) Goods/Services; and (iii) Construction. The majority of contracts awarded by LYNX are in the professional services category.

There are primarily two reasons for the significant decrease in the DBE goal beginning FY2007. First, the United States Department of Transportation (USDOT) modified its standards for acceptable certification procedures. The certification process no longer rests in the custodianship of the grantee, but now each prospective DBE vendor must certify with the State Department of Transportation. This has resulted in fewer DBEs eligible to participate in future projects. Second, over the past few years, LYNX has been in a major construction mode. LYNX recognized a drop in major construction related activities at the completion of the new LYNX Operations Center (LOC) at the end of calendar year 2007. Accordingly, the opportunity for large dollar DBE contracts has decreased.

While the goal may have decreased based on the approved formula for calculating the goal, LYNX will exercise diligence to ensure fair and equitable contracting opportunities for small businesses. Additionally, LYNX will partner with various agencies who also are required to use the State DOT's database to encourage small business owners to certify their agencies with the State DOT. Also, LYNX will host informational sessions to promote the opportunities it will have available during FY2008. The target groups will include small and minority-owned businesses.

The LYNX DBE Officer is responsible for implementing all aspects of the DBE program. Implementation of the DBE Program is afforded the same priority as compliance with all other legal obligations of LYNX in its financial assistance agreements. Additionally, staff will present to the Board of Directors at its next meeting, a plan to establish a Women/Minority Business Enterprise (WMBE) program to further enhance LYNX' ability to encourage contracting opportunities with small businesses.

Work Session Item #7.A

To: LYNX Board of Directors

**From: Edward Johnson
CHIEF OF STAFF**

Presented By: Pat Christiansen, Legal Counsel, Akerman and Senterfitt

Phone: 407.841.2279 ext: 6058

Item Name: Update on the City of Orlando Shelter Program Interlocal Agreement

Date: 8/21/2008

Mr. Pat Christiansen, LYNX General Counsel, will provide the Board of Directors an update on the negotiations with the City of Orlando for the administration of a bus shelter program within the City of Orlando's jurisdiction.

Staff has been working with the City of Orlando for more than two years to develop a bus shelter program. Since presenting the draft interlocal agreement to the Audit Committee and subsequent adoption by the Board of Directors in July 2007, the interlocal agreement has gone through several revisions. Following the Board's adoption, the agreement was submitted for the City's concurrence. Upon submission, additional concerns were raised by the City that furthered the discussion on certain aspects of the agreement. In particular, some of the topics included the number of shelters to be constructed, location of shelters, exclusivity to this agreement, use of revenue generated from shelter advertising, indemnification, cost to remove shelters, and term of the agreement.

In February of this year, Mr. Christiansen updated the Board of Director's Audit Committee on the status of that submission. At that time, he informed the Committee that the City and LYNX staffs were very close to finalizing the negotiations and executing the agreement. Unfortunately, at the time of publishing the Board of Directors' August 2008 agenda, a couple of matters remain open. Staff believes these remaining matters are not so significant that they will impact the project. In fact, City staff looks forward to placing the item on the City Council's agenda the first of September.

Work Session Item #7.B

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER

Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Update on FY2009 Budget Development

Date: 8/21/2008

BACKGROUND:

LYNX staff presented the FY2009 Preliminary Budget to Orange, Osceola, and Seminole Counties for their review and approval. As a result of the various presentations and discussions, the following budgetary shortfall needs to be addressed in order to balance the FY2009 Budget:

Existing Service Levels	\$ 134,906,764
Bus Lease – Capital Portion	1,005,094
Additional Budget Cuts	(1,149,921)
Planned Service Efficiencies (Aug, Dec)	<u>(2,564,383)</u>
Adjusted Budget	\$ 132,197,554
Federal, State, & Other Funding	(68,750,437)
Proposed Funding Partner Levels	<u>(55,120,229)</u>
Ending Shortfall	\$ 9,326,888

Orange County

On July 23, staff made a presentation to the Orange County Commission. The presentation highlighted the \$8,000,000 shortfall from the proposed funding level, calculated by the regional model, versus the amount being proposed by Orange County. After considerable discussion, Orange County did offer the following two options for consideration.

1. If LYNX were to approve a fare increase that could potentially generate an additional \$1,000,000 in customer fares in FY09, then Orange County would match that \$1,000,000 with an additional \$1,000,000, effective January 2009.
2. Additionally, if LYNX could generate \$1,000,000 from new public/private partnership contributions, then Orange County would also match that with an additional \$1,000,000, also effective January 2009.

The total value of these options is \$4,000,000 in funding or an additional \$2,000,000 from Orange County. Even if these options are accepted and successful, there is still a shortfall of \$4,000,000 related to the Orange County funding level.

Osceola County

Also, on July 23, staff made a presentation to the Osceola County Commission. The presentation highlighted the \$745,000 shortfall from the proposed funding level, calculated by the regional model, versus the amount being proposed by Osceola County.

Several options were given to Osceola County to address the shortfall such as elimination of various routes or potentially reducing service. At this time, Osceola County is still waiting to see the results of the final LYNX budget as well as the actions being taken by the other LYNX funding partners as to how to address their shortfall.

Seminole County

On July 31, staff made a presentation to the Seminole County Commission. The level of funding being proposed to Seminole County was approximately \$500,000 higher than anticipated. It was determined that by delaying the initial start-up of the new service on SR434 (that is being covered by a service development grant) that approximately \$200,000 in savings could be generated. Service would begin in April 2009.

Staff is exploring other potential savings on various routes in Seminole County. Staff was left with the impression that Seminole County Commission wished to keep the same service levels and was looking for ways to generate additional funding to make up the shortfall.

FUNDING SHORTFALL OPTIONS:

The following is a list of potential options to address the shortfall:

Option 1: Reduce Paratransit Service from “Door-to-Door” to “Curb-to-Curb”

This option was presented in July as a potential budget solution. However, in every presentation that was made to the funding partners there was no support for this option. Therefore, we are not recommending that this option be considered at this time.

Option 2: Comply with the ADA ¾ Mile Limit

Like Option 1, this option was presented in July as a potential budget solution. However, also like Option 1, there was no support for this option. Therefore, we are not recommending that this option be considered at this time.

Option 3: Fuel Savings

Due to the recent decline in diesel fuel prices, staff believes that by locking in future fuel purchases now, there is a savings of approximately \$1,000,000. Staff will discuss in detail how this savings can be realized and the pros and cons of that decision.

Potential Savings- \$1,000,000

Option 4: Fare Increase

An additional fare increase could be implemented in January 2009. We believe that a \$.25 increase per single ride ticket and changes in the level of discount offered for passes have the potential to generate an additional \$1,000,000 in customer fares. However, a fare study needs to be initiated immediately to determine the appropriate pass discount levels, the amount of revenue that could be generated as well as the potential ridership loss due to a fare increase.

If this option is approved, Orange County would increase their funding level by \$1,000,000.

Potential Additional Revenue- \$2,000,000

Option 5: Public/Private Partnership

This is a potential funding source proposed by Orange County in an attempt to address the budget shortfall. If LYNX were successful in raising up to \$1,000,000 from public/private contributions, Orange County would then match that with an additional \$1,000,000 in funding. After a more complete review of this option however, staff does not believe this to be viable. Initial contacts with potential private partners indicate that there is some willingness to contribute to “new” bus service but not necessarily for service that is already on the street. Further, if the budget was balanced on this funding option and the funds could not be raised over the course of next year, the service could not be reduced quickly enough to realize the needed savings in the FY09 budget.

Potential Additional Revenue- \$2,000,000

Option 6: Utilization of Additional Preventative Maintenance

LYNX has traditionally utilized approximately \$7,000,000 in Federal preventative maintenance in its annual operating budget. Depending on how much service is cut, LYNX might be eligible for an additional \$2,000,000 of Federal formula funding that could be converted from capital to operating funds. However, in the past this practice has put LYNX’ capital program in serious

jeopardy by preventing us from replacing buses once they went long beyond their retirement age. This problem still continues with 84 buses currently in service that need to be retired. Additional erosion of capital formula funding to cover operating expenses is not recommended. Further, since the federal formula funding is based on service levels and ridership, service reductions will reduce the amount of funding LYNX is eligible for in the future.

Potential Additional Revenue- \$2,000,000

Option 7: Utilization of Reserves

LYNX' current operating reserves are estimated to be approximately \$15,000,000 by year end which represents an approximate 10% reserve when considering the operating and capital budgets combined. LYNX could utilize reserves, as was done this year, for approximately \$1,000,000. (LYNX is currently using \$2.5 million from reserves for FY08 that is covering a shortfall in funding.) This is not an option that can be followed for any length of time as we are already well below optimal reserve requirements. To put this in perspective, it takes approximately \$11 million each month to meet payroll and accounts payable.

Potential Additional Revenue- \$500,000 - 1,000,000

Option 8: Service Reductions

If any combinations of the above options are not approved then it will be necessary to cut service to make up the shortfall. Once the Board has addressed which, if any options listed above they prefer, staff can prepare specific recommendations for service reductions. In order to be able to do this and comply with the federal public hearing requirements, decisions need to be made very quickly.

Potential Additional Savings- Unknown

Staff will present each of these options in detail and the Board will be asked to approve adoption of these or any other options under an agenda item in the Action Agenda.

Work Session Item #7.C

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Rik Smith
(Technical Contact)
Timothy May
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Update on August 2008 Service Changes and Proposed December 2008 Service Changes/Public Involvement Process

Date: 8/21/2008

PHASE 1 - AUGUST 17, 2008 SERVICE CHANGES IMPLEMENTATION

Staff has completed the August 17, 2008 service changes approved at the July 1, 2008 Board of Directors' meeting. The Board requested that staff further investigate the following:

New Link 14, Winter Park Village to Calvary Towers

The Board requested that staff review this service to determine if the K-Mart Shopping Center located on US 17-92 between Gay Road and Webster Avenue can be added to this route. Unfortunately, adding this segment would add approximately 10 minutes to the round trip cycle time. In order to generate the desired savings, the new Link 14 is combined with Links 1 and 9 on Denning Drive at Winter Park Village. Adding any additional time to this service will require an additional bus to operate daily at an expense of approximately \$330,000 annually.

Passenger Amenities at Maury Road & Edgewater Drive

Staff will install benches for the new service stops on Link 125 at Maury Road and Edgewater Drive to serve Haven of Hope prior to the August 17, 2008 service change. The right-of-way on both Edgewater Drive and at the intersection of Edgewater Drive and Maury Road is not adequate to accommodate a shelter. The property that can accommodate a shelter (on both sides of Maury Road going west) is currently in litigation between Orange County Public Schools and the current property owner, Demetree Builders, and neither party will consent to a transit license agreement until the litigation is resolved.

Passenger Amenities on Denning Drive at Winter Park Village

Shelters currently exist on both sides of Denning Drive in this area to facilitate transfers between the new Links 1, 9, 14, 23, 102 and 443. Staff is working with the City of Winter Park to replace these shelters. The new shelters will be in place by late 2008.

Pedestrian Signal Timing along US 17-92 between Minnesota Avenue and Lee Road

Staff has identified five signalized intersections on US 17-92 where improvements in timing for pedestrian movements across US 17-92 will benefit LYNX customers. These intersections include US 17-92 at Lee Road, Webster Avenue, Gay Road, Morse Avenue, and Minnesota Avenue. This information was provided to the Florida Department of Transportation District 5 office.

PHASE 2 - DECEMBER 7, 2008 PROPOSED SERVICE CHANGES

Staff held public workshops on Tuesday, July 15, 2008 and Tuesday, July 29, 2008. The public was asked to comment on 5 different options as possible approaches to reduce LYNX' operating expenses within Orange and Seminole Counties. Options for Osceola County are still being discussed on Links 4, 10, 12, 18, and 26. The six options listed below are under consideration for Orange and Seminole County. Each option must be considered independently in terms of savings. They are not additive because of the overlapping of cost savings.

1. Reduce service to run 60-minutes on selected Links

This option would reduce service on all but the most heavily-traveled corridors where trips operate more frequently than every 60-minutes (usually where trips operate every 30 minutes now).

- a. Estimated annual cost savings: \$4.0 million
- b. Orange County/Orlando Links affected: 13, 15, 19, 20, 21, 22, 24, 36, 38, 42, 51, 414
- c. Seminole County Links affected: None

2. Discontinue weekday service after 7 p.m.

This option would discontinue all trips after 7 p.m. on weekdays.

- a. Estimated annual cost savings: \$2.3 million
- b. Orange County/Orlando Links affected: 4, 6, 7, 8, 9, 11, 13, 15, 17, 18, 20, 21, 25, 28, 29, 30, 36, 37, 39, 40, 41, 42, 48, 49, 51, 414
- c. Seminole County Links affected: 34, 46, 47

3. Discontinue Sunday service on selected Links

This option would discontinue Sunday service on all but the most heavily traveled corridors in the LYNX bus system.

- a. Estimated annual cost savings: \$1.1 million
- b. Orange County/Orlando Links affected: 6, 9, 13, 14, 15, 19/22, 20, 23, 24, 25, 36, 38, 40, 42, 51
- c. Seminole County Links affected: 46

4. Discontinue low ridership Links
This option would eliminate all service on selected Links that carry less than average ridership.
 - a. Estimated annual cost savings: \$5.3 million
 - b. Orange County/Orlando Links affected: 5, 6, 24, 27, 32, 38, 52, 53, 54, 57, 414
 - c. Seminole County Links affected: 34, 45, 46, 47
5. Fare Increase
Increase fixed route and paratransit fares by approximately 15% (\$0.25 on base fare) would bring in an estimated annual cost savings of \$1 million.
6. (1) Change ACCESS LYNX paratransit service to operate only within ¾ mile of fixed route bus service and
(2) Change ACCESS LYNX paratransit service from running door to door to running curb to curb

Although this option would not impact fixed-route bus service, it would make significant changes to how LYNX provides its ACCESS LYNX service to persons with disabilities. This option would eliminate all Americans with Disabilities Act (ADA) paratransit service to locations beyond a ¾ mile radius from the closest fixed route bus line. It would also change the current practice of operating “door-to-door” to “curb-to-curb”. ACCESS LYNX customers would wait at the street curb of their location rather than being picked up at their door, and drivers would only provide assistance to help customers get on or off the vehicle. Estimated annual cost savings for both of these options: \$1.5 million.

During the Board meeting, details of the options mentioned above will be discussed.

PUBLIC INVOLVEMENT PROCESS

The following is a summary of the options from the public comments received from the July 15 and July 29, 2008 public workshops to develop a conceptual service proposal for the public hearings in September.

The choices were ranked 1 to 5 with 5 being the most acceptable. Final budget numbers are being determined which will impact the extent of the proposed service changes going to the September public hearings.

**LYNX December 2008 Service Change
Public Workshop Comment Summary**

Number of Responses	994
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Options are listed below in the order of customer preference

	Average Score	Number of Respondents
5 - Fare Increase.	3.26	989
1 - Reduce service on some Links from running every 30 minutes to every 60 minutes.	2.23	994
4 – Discontinue low ridership Links.	2.22	993
3 – Discontinue Sunday service on selected Links.	1.89	991
2 – Discontinue weekday service after 7 PM.	1.43	994

6b. Change ACCESS LYNX paratransit service from running door to door to running curb to curb.	2.42	973
6a. Change ACCESS LYNX paratransit service to operate only within 3/4 mile of fixed route bus service and	2.31	970

Do you ride ACCESS LYNX paratransit?	134	
How many days per week do you typically ride LYNX?	6	943

In order for staff to determine the exact service reduction that needs be considered, the amount of budget shortfall needs to be determined.

The public hearings for the proposed December service changes are scheduled for September 16, 2008 in Orange County; September 17, 2008 in Seminole County, and September 23, 2008 in Osceola County. The final information from the public involvement efforts will be presented to the Board of Directors at the October 23, 2008, Board meeting. All service changes proposed through this process will be considered for implementation effective December 7, 2008.

Action Agenda Item #9.A

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Approval of Various Options to Balance FY2009 Operating Budget

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' action on the potential funding options described in the Work Session Agenda Item above to balance the FY2009 Operating Budget.

Option 1: Reduce Paratransit Service from "Door-to-Door" to "Curb-to-Curb"

Not recommended.

Option 2: Comply with the ADA ¾ Mile Limit

Not recommended.

Option 3: Fuel Savings

Potential Savings- \$1,000,000

Option 4: Fare Increase plus Orange County Match

Potential Additional Revenue- \$2,000,000

Option 5: Public/Private Partnership plus Orange County Match

Potential Additional Revenue- \$2,000,000

Option 6: Utilization of Additional Preventative Maintenance

Potential Additional Revenue- \$2,000,000

Option 7: Utilization of Reserves

Potential Additional Revenue- \$500,000 - 1,000,000

Option 8: Service Reductions

Potential Cost Savings- Up to \$9,000,000.

CONCLUSION:

It is recommended that the Board approve any combination of the above options in order to provide guidance to staff for finalizing a balanced budget for FY09.

Action Agenda Item #9.B

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)
Lisa Darnall
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Ratification of Authorization for a Proposed Fare Increase

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of the Chairman's authorization to include a proposed fare increase in the public participation process as an option to support funding shortfalls in the FY2009 Budget.

BACKGROUND:

In April 2008, the Board authorized LYNX to initiate the public participation process for proposed service efficiency changes and a fare increase was not being considered at that time.

LYNX' Public Participation Program requires that proposals be presented to the public in the form of public hearings. LYNX staff is requesting that a proposed fare increase be included as part of the proposed restructures.

The timeline for the public participation process is as follows:

08/20/08 – Public hearing ad due to printer
08/26/08 – Public hearing ad posted
09/02/08 – Documents with detailed changes available for public review
09/16/08 – Public hearings and public comment period commences
10/14/08 – Public comment period ends
10/23/08 – Board authorization to implement proposed fare increase
12/07/08 – Implement proposed fare increase

LYNX staff will be securing the services of Tindale-Oliver & Associates, Inc. to perform a fare study to determine the appropriate fare structure for the proposed fare increase.

FISCAL IMPACT:

LYNX staff is projecting that the proposed fare increase will generate approximately \$1,000,000 in FY09.

Action Agenda Item #9.C

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Desna Hunte
(Technical Contact)

Presented By: Nadine Schaal, Akerman and Senterfitt

Phone: 407.841.2279 ext: 6047

Item Name: Authorization to Retain Asset Account for the Deferred Compensation Stable Value Funds with Nationwide

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the LYNX Deferred Compensation Plan ("Plan") Trustees to retain the group annuity contract for the Stable Value Fund for the participants currently invested with Nationwide on an ongoing basis. Additionally, the Trustees of the LYNX Deferred Compensation Plan will provide the LYNX Board of Directors with an updated status of market conditions in six months to determine if the assets can be transferred to The Hartford at such time.

BACKGROUND:

In 1994, LYNX adopted the Money Purchase Plan for eligible Administrative Employees and members of the Supervisors Union and the Deferred Compensation Plan for all eligible LYNX employees. Nationwide Retirement Solutions was selected as the service provider for both plans. In 2003, ICMA was added as a second service provider for the Deferred Compensation Plan.

Based on employee requests, the Trustees of the Money Purchase Plan determined that enhanced investment options and educational information should be provided to assist participants in achieving their retirement goals. Nationwide advised it was not able to provide such additional services, which led to the Board of Directors of LYNX to authorize a Request for Proposal ("RFP") to search for a new service provider for both plans. As a result of the RFP process, The

Hartford was selected as a service provider for both the Money Purchase and Deferred Compensation Plans.

The transition to Hartford has been relatively smooth and the majority of the assets were transferred from all three contracts to Hartford in May 2008.

Each of the three contracts (Nationwide Money Purchase, Nationwide Deferred Compensation and ICMA Deferred Compensation) offered a Stable Value Fund ("SVF") investment option. Each SVF consists of a bond portfolio which pays participants interest. The SVF has a guaranteed minimum rate of interest but generally declares a higher rate, depending on the bond portfolio's performance. The SVF carries all assets at book value and reports the book value, rather than the market value, to participants.

When assets in the SVFs transitioned from Nationwide and ICMA to Hartford, an adjustment, referred to as a "market value adjustment" or MVA, occurred. The MVA is a calculation that changes on a daily basis and adjusts the book value to current market value. Each SVF is adjusted, based on the declared interest rates and the applicable market interest indices.

At the time of transitioning the Money Purchase Plan from Nationwide to Hartford, Nationwide advised the Trustees that the MVA would be zero resulting in no additional funds owed to Nationwide for terminating the SVF contract.

When the Deferred Compensation Plan transitioned from ICMA to Hartford, the MVA was \$382 on a book value of \$36,068. The \$382 MVA was deducted from the participants' investment in the SVF

As the time neared to transition the Nationwide Deferred Compensation Plan assets to Hartford, with its approximate SVF value of \$2.38 million, the MVA was almost 5%. Depending on the date of the calculation, the amount varied between \$85,000 and \$118,000. Due to the significance of the amount, a decision was made to transfer all funds to Hartford from the Nationwide Deferred Compensation Plan except the Stable Value Fund.

Since the LYNX Board of Directors previously approved the transition of both plans to The Hartford, the Trustees of the Deferred Compensation Plan believe it is beyond the scope of their authority to adopt an alternate course of action. The distribution options available through the Nationwide contract with regard to the LYNX Deferred Compensation Plan invested in SVF, some of which may not be feasible, are briefly summarized below.

1. Continue the contract with Nationwide so that Nationwide keeps the contract (participants would receive two statements, if they have other investment options in the Deferred Compensation Plan at Hartford).
2. Continue the investment at Nationwide and have Nationwide provide information to Hartford so that Hartford keeps the account for participants.
3. Liquidate and transfer the dollar value of the Stable Value Fund to Hartford and have each participant's investment in the Fund reduced accordingly, on a pro rata basis.

LYNX Board Agenda

4. Liquidate and transfer the investments in the Stable Value Fund to Hartford and have LYNX make up the difference between the market value and the book value at the time of the transfer.

5. Elect a 60-month distribution such that each month Nationwide transfers up to $1/60^{\text{th}}$ of the value in the stable Value Fund to Hartford.

Each of these options has different consequences and details of operation. However, staff recommends Option #1, since this option would have the least economic impact on the participants/organization.

Action Agenda Item #9.D

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Joe Cheney
(Technical Contact)
Bert Francis
(Technical Contact)
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Execute a Contract with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a ten month contract with the Florida Department of Transportation (FDOT) to continue the Road Ranger Assistance Program effective September 1, 2008. The cost is not to exceed \$717,209 for the remaining ten months. Additionally, LYNX is willing to pursue advertising opportunities this one time only to fund the service at a higher level if the Board approves that direction. Otherwise, the service will be cut about 50% by September 13, 2008.

BACKGROUND:

On May 18, 1998, LYNX and the Florida Department of Transportation (FDOT) initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. After expansions, with 100% funding from FDOT, this program now consists of 24 Road Rangers, 1 Supervisor and 13 trucks. The patrol coverage

area encompasses 76 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line, through Exit 132, I-95 Daytona Beach area in Volusia County. This is a 24/7/365 operation.

During the recent Florida legislative session, the funding for the Road Ranger Program was cut in half and FDOT funding is limited to \$947,426 annually for the service. Since the current contract has been extended two months, the remaining funding is \$717,209. After discussions with FDOT, it was determined that LYNX could pursue other funding sources such as advertising to keep the program whole or in part. FDOT has indicated that they are not allowed to pursue advertising contracts to fund this program. Further, LYNX staff is hesitant to take on the responsibility for identifying funding for this FDOT program. Since providing bus service is LYNX' primary responsibility and we are currently experiencing a significant funding shortfall, it is believed that our priority should be on pursuing funding that would avoid cutting bus service rather than the Road Ranger program. However, since there is already a potential advertising partner for the Road Ranger program and discussions have already begun, it is believed that this should be continued and finalized. Discussions to date are that the advertising partner is interested in a contract for up to three years, contingent on future funding provided by FDOT. At a minimum, advertising could be secured through June 2009 at approximately \$400,000 that would allow the program to add some service beyond the current FY09 funding. Should LYNX be unable to secure funding from advertising, the level of service coverage and number of employees will be reduced approximately 50% effective September 13, 2008, per discussions with FDOT in order to provide some level of notice to employees.

FISCAL IMPACT:

The services provided under the existing contract agreement are funded 100% by the Florida Department of Transportation. The current FDOT agreement #BD999 was originally executed in June 2004 in the amount of \$1,495,014 in year 1 and \$1,562,000 in year 2 of the contract. An amendment in the amount of \$190,520 was executed in January 2006 to cover excess expenses in LYNX' FY2006 operating budget. Due to the various increases, such as fuel and other operating expenses over the past year, the annual contract amount was increased to \$1,752,520 for the new contract periods of July 2007 to June 2008, with two one-month extensions.

This agreement will execute a new ten month contract with FDOT in the amount of \$717,209. FDOT will continue to be responsible for funding this program and LYNX is willing to pursue advertising opportunities to fund the service at a higher level pending Board approval. Staff will continue to provide updates at future Board meetings.

Action Agenda Item 9.E

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Rik Smith
(Technical Contact)
Belinda Balleras
(Technical Contact)
Mira Bourova
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: **Miscellaneous**
Ratification of the U.S. Department of Interior and U.S. Geological Survey
Assistance Award

Date: 8/21/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of the U.S. Department of Interior and U.S. Geological Survey Assistance Award in the amount of \$26,270. This award is a partnership with Orange, Osceola, Seminole and Volusia Counties for in-kind services to create and maintain standardized attribute fields for classification and other characteristics for structures data at the local parcel level. These datasets for each county currently exist and will be coded into the U.S. Geological Survey (USGS)/Homeland Security classifications.

BACKGROUND:

In December 2007 LYNX applied for a grant under the National Spatial Data Infrastructure Cooperative Agreements Program (NSDI CAP). LYNX and its partners have received notification for an assistantship award in the amount of \$26,270. This cooperative project with Orange, Seminole, Osceola and Volusia Counties will be under the direction of LYNX to combine the GIS structure type information for each county. The derived information will be for use in emergency planning and response in the East Central Florida region and will be part of the National Map Program. The participating counties have all agreed to provide their services as "in-kind" or cost neutral associated with compiling the datasets for the grant. The grant award of \$26,270 will go toward GIS software maintenance cost for the participating counties, ArcView software license, computer workstation and student internship labor to support LYNX' GIS staff with the work for this project, and for a presentation on the outcome at the URISA's 46th Annual Users Conference from two of the team members.

Currently each municipality and regional agency in Central Florida maintains many facility data layers. Each jurisdiction creates information for their own purposes with limited coordination with adjacent or higher agencies. The deliverables from this initiative will be a continuous point dataset with parcel level accuracy following USGS best practices data structure model. Data will include information related to shelters, public schools, county administrative facilities, city halls, hospitals, tourist attractions, fire stations, police departments, sheriff facilities, emergency operating centers and other major public facilities. The data will be available and provided through LYNX' website and the Central Florida GIS Clearing House. The project will be a national pilot for cooperation and data coordination between counties and regional organization for synchronized data structure and data update schedules.

Normally, this type of award would not require Board approval, however, the Department of the Interior and U.S.G.S requires Board approval for this award.

FISCAL IMPACT:

The grant award of \$26,270 is anticipated for the FY 07/08 budget and has been appropriated for the FY 08/09 budget.

Information Item A: Update on Lease Agreement between LYNX and City of Orlando

To: LYNX Board Of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Steven Robinson
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Update on Lease Agreement between LYNX and the City of Orlando

Date: 8/21/2008

In early June 2008, the Orlando Venues Project Office notified LYNX of their desire to lease office space at LYNX South Street operations facility located at 1200 West South Street, Orlando, Florida, 32804.

At the July Board meeting, the Board of Directors gave LYNX CEO, Linda Watson, the authority to negotiate and approve the final terms of the lease with the City of Orlando, including rental term and rate.

Since the July Board meeting, the City identified 2,830 square feet of vacant office space and required parking spaces at LYNX South Street operations facility for use and occupancy by Workforce Central Florida.

Workforce Central Florida (WCF), will handle the initial processing for residents who are interested in working on the Community Venues construction project. The Community Venues include the Events Center, Dr. Phillips Performing Arts Center, and the Citrus Bowl. Groundbreaking for the Events Center took place on July 24, 2008, and contractors will likely request the first employees from WCF in August. It is anticipated that WCF will take possession of the space during the month of August.

The term of the lease is for one year with three 6-month options, effective August 11, 2008. The City will pay LYNX \$12 per square foot for 2,830 square feet of office space at a monthly amount of \$2,830 or \$33,960 per year. The lease rate of \$12 per square foot will cover LYNX costs for utilities, security, and facility cleaning.

Information Item B: Status report on the Transit Components with Developments of Regional Impact (DRIs)

To: LYNX Board Of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Belinda Balleras
(Technical Contact)
Rik Smith
(Technical Contact)
Andrew Clay
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Status Report on the Transit Components with Developments of Regional Impact (DRIs)

Date: 8/21/2008

LYNX Planning and Development staff has reviewed and/or commented on the following projects, and attended meetings related to these projects.

Tohoqua DRI/Sufficiency Response – (Osceola)

- Tohoqual DRI (formerly Mariner’s Trace) is a mixed use development located in Osceola County, west of the Florida’s Turnpike (a.k.a. Ronald Reagan Turnpike), south of Neptune Road, east of Macy Island Road, adjacent to the northeast side of the shoreline of Lake Tohopekaliga (aka. Lake Toho) and west of the City of St. Cloud.
- Currently no links serve this DRI.
- The developer is no longer proposing relocation (straightening) of the C-31 Canal.

Legacy Park DRI (Formerly Osceola Trace) Notice of Proposed Change– (Osceola)

- Legacy Park DRI is a mixed use development part of Legacy Resort, bounded by Osceola Parkway to the north, SR 535 (Vineland Road) to the northeast and US 192 to the southeast.
- The DRI is served by Link 56 and Link 55 on US 192.
- In order for LYNX to provide the expected level of service throughout the development, LYNX will require developer/applicant to provide a fair share of the operation and maintenance cost associated with extending service to this development.

Center of Commerce at Orlando Monitoring and Modeling Methodology for Traffic – (Orange County)

- Center of Commerce at Orlando DRI is an industrial park located in west Orlando. Access into the site is Mercy Drive north from Silver Star Road and Shader Road via west of John Young Parkway.
- In August, the DRI will be served by the new Link 125 along Silver Star Road and Link 25, which will extend through Mercy Drive and turn east on Shader Road.
- LYNX will coordinate with Kimley-Horn on possible shelters amenities and new proposed route for Link 25 on Mercy Drive.

Rolling Oaks DRI Notice of Proposed Change (NOPC) on Traffic Methodology– (Osceola County)

- Situated south of U.S. Highway 192 (US 192), east of the Western Beltway and west of Formosa Gardens Boulevard in the northwest quadrant of Osceola County. Formerly named China Travel Service (CTS).
- The DRI is currently served by Link 55 on US 192.
- LYNX' recommendation to Rolling Oaks is to adhere to the transit provision to area attractions and Orlando International Airport (OIA), passenger shelters, parking bays, rideshare campaigns and transit amenities stated in the original and restated development order (number 32 of original 1998 Development Order and number 34 of 2008 restated Development Order). In addition, US 192 is considered a high capacity transit emphasis corridor as stated in the LYNX 2009-2018 Transit Development Plan.

Southchase DRI/Darden (Orange County)

- LYNX is in the preliminary discussions with Darden for a possible deviation of service as part of the route restructuring to provide service internal to the DRI. LYNX is also currently working on developer funded shelters and also for consideration of alternative means of transportation (i.e. carpool, vanpool, etc).

Department of Homeland Security/Citizen and Immigration Office (Orange County)

- LYNX staff has coordinated with the developer for the provision of a single shelter 10' x 10' shelter to be installed before the end of the year along Corporate Center Boulevard. A bus pullout bay has been constructed on Lee Vista Boulevard. Money has been out into escrow by the developer at the City of Orlando to provide for a 10' x 10' shelter at this location once service is extended on Lee Vista. The total amount of funding provide to LYNX for this project \$44,350.00

City of Orlando

- LYNX staff has been working closely with city staff on various development orders for transit related improvements to include shelters, bus pullout bays, etc.

City of Kissimmee

- LYNX staff has been working closely with city staff on various developments.

Orlando Fashion Square

- Successfully negotiated as part of the DRI to have the existing shelter removed and refurbished at no expense to LYNX and the ability to use elsewhere in the system. Successfully negotiated installation of a new shelter at no cost to LYNX.

Developer funded shelters

Over the past quarter, LYNX has obtained funding for shelters and associated amenities for the following projects that are either the result of DRI related development orders or city-request improvements. It is important to note that these shelters have been paid for in their entirety by the developer.

- Keiser College-(1) 10 x 10 shelter
- Lowes Apopka-(1) 10 x 10 shelter
(These are in addition to the 2 shelters for Atlantic Housing)

Partnerships

LYNX is currently in the process of or has partnered with the following agencies and local community partners for shelters.

- **Sea World**-LYNX is providing four much needed shelters in a custom paint scheme to Sea World in exchange for Sea World covering the maintenance of the shelter (landscaping, trash pick up, etc).
- **Winter Park**-As part of the new Link 102, LYNX is in the process of partnering with the City of Winter Park to purchase and install shelters. Some of these shelters will be used at the new transfer location at Winter Park Village. In exchange for LYNX purchasing and installing the shelters, it is initially proposed that the City will cover (either through the CRA or through private-public partnerships) the ongoing maintenance of the shelters as well as install the bricking, benches and trash receptacles.

Roadway projects

LYNX has also commented and coordinated on the following roadway projects:

- **SR 15 Milling and Resurfacing from MP 10.471 to MP 13.50**
Provided comments to FDOT on retrofit of existing stops to meet ADA accessibility requirements
- Provide comments to FDOT on temporary relocation of bus stops during construction

Monthly Report A: Financial Reports

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Monthly Financial Reports - May 31, 2008

Date: 8/21/2008

Please find attached the monthly financial reports for the seven months ending May 31, 2008. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the eight months ending May 31, 2008 reflect total revenue earned in the amount of \$69,800,436 and total expenses incurred in the amount of \$72,296,043 resulting in a net operating loss of \$(2,495,607).

- Fixed route and Van Pool services resulted in an operating loss of \$(1,625,055) for the eight months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(870,552) for the eight months of the fiscal year.

Fixed Route Operations:

The Operating Revenues are at the targeted year-to-date budget of 100%. The local non-operating revenues are less than budget due to the fact that LYNX cannot recognize carryover funds in FY2008 that were actually provided in FY2007. Also, LYNX is supporting the cost of various services through operating reserves due to FY2008 funding shortfalls. Customer fares for the month of May were 10% above budget.

Due to the significant increases in fuel prices, the cost of fuel continues to run over budget by approximately 19% for the first eight months of the fiscal year. The price of diesel fuel is consistently higher than unleaded. We will closely monitor the cost of fuel for the next few months. All indications are that prices will continue to increase, although we have seen some minor decreases this past month.

On the positive side, fixed route operating expenses for salaries and wages continue to be slightly under budget due to various vacancies. In addition, expenses related to utilities, taxes, and licenses are less than budgeted. Casualty and liability insurance expenses are 42% over budget due to the settlement of several outstanding claims over the past few months. We are not anticipating that this trend will continue throughout the year.

Paratransit Operations:

The operating loss from Paratransit operations is a result of higher than anticipated purchased transportation costs year-to-date. This is directly related to the paratransit trip levels and cost per trip being higher than anticipated. The actual trip rate is higher than the budgeted trip rate due to the difference in the number of trips provided by MV Transportation versus the Coordinated Carriers. An analysis follows:

FY2008	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	362,846	\$31.14	\$11,299,125
Budget	333,725	\$30.89	\$10,308,765
Excess Trips/Costs	28,773	\$.25	\$ 990,360

We will continue to monitor the trip levels in order to ensure consistency with planned operating expenses and make appropriate adjustments, as needed. In addition, staff continues to oversee the operations of this program daily to ensure that the provider is in compliance with the required service performance standards and other contractual obligations.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MAY 31, 2008 AND 2007
(UNAUDITED)

	2008	2007
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 16,747,451	15,003,000
Receivables:		
Local, trade and operating assistance	4,126,940	3,683,359
Federal grants	8,212,355	8,119,175
State grants	7,467,281	2,406,627
Inventory	2,132,193	2,061,158
Prepaid expenses and other assets	777,227	805,143
Restricted cash and cash equivalents	2,252,649	6,961,390
Total current assets	41,716,096	39,039,852
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,382,299	8,556,933
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	63,955,372	39,867,549
Revenue vehicles	101,887,188	77,604,976
Furniture, Fixtures & Equipment	20,924,183	15,925,756
Leasehold improvements	155,794	1,767,888
Total property and equipment	195,494,002	143,737,634
Less: accumulated depreciation	(77,833,113)	(74,452,380)
Construction in progress	18,856,296	40,670,302
Net property and equipment	136,517,185	109,955,556
Other assets	1,172,240	926,468
Total noncurrent assets	142,071,724	119,438,957
TOTAL ASSETS	\$ 183,787,820	\$ 158,478,809

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MAY 31, 2008 AND 2007
(UNAUDITED)**

	<u>2008</u>	<u>2007</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 4,777,659	\$ 5,020,206
Accrued salaries and related taxes	1,902,880	1,161,822
Accrued compensated absences	3,198,711	2,954,076
Accrued self-insurance liability, current	1,082,683	1,209,079
Leases payable, current	995,290	-
SIB loans payable, current	3,081,717	1,801,635
Deferred operating revenue	9,286,443	7,147,273
Deferred capital	990,920	2,202,103
	<hr/>	<hr/>
Total current liabilities	25,316,303	21,496,194
	<hr/>	<hr/>
NONCURRENT LIABILITIES:		
Leases payable, long-term	5,916,413	-
Loans payable	12,914,638	15,897,356
Accrued self-insurance liability, long-term	2,106,897	1,754,567
	<hr/>	<hr/>
Total noncurrent liabilities	20,937,948	17,651,923
	<hr/>	<hr/>
Total liabilities	46,254,251	39,148,117
	<hr/>	<hr/>
NET ASSETS:		
Invested in capital assets, net of related debt	117,870,442	98,935,486
Restricted	1,261,729	3,118,000
Unrestricted	18,401,398	17,277,206
	<hr/>	<hr/>
Total net assets	137,533,569	119,330,692
	<hr/>	<hr/>
TOTAL LIABILITIES AND NET ASSETS	\$ 183,787,820	\$ 158,478,809
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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MAY 2008 AND THE EIGHT MONTHS ENDED MAY 31, 2008
(UNAUDITED)

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 13,998,392	\$ 14,273,395	102%	\$ 1,749,799	\$ 1,931,110	110%
Contract Services:						
Local Financial Assistance	5,959,472	6,101,590	102%	744,934	697,379	94%
Other Contractual Services	5,267,912	5,012,584	95%	658,489	758,618	115%
Advertising	1,633,336	1,497,051	92%	204,167	124,855	61%
Other Operating Income	464,880	456,149	98%	58,110	68,845	118%
Total Operating Revenues	27,323,992	27,340,769	100%	3,415,499	3,580,807	105%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	500,000	493,000	99%	62,500	55,500	89%
State of Florida	5,610,682	5,349,626	95%	705,997	668,703	95%
Local	29,290,776	27,420,865	94%	3,661,347	3,427,608	94%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	8,201,154	6,980,968	85%	1,091,859	928,309	85%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,873,066	1,750,207	93%	250,438	256,286	102%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	127,768	-	N/A	15,971	-	N/A
Interest Income	533,336	465,001	87%	66,667	40,818	61%
Gain / (Loss) on Sale of Assets	-	-	N/A	-	-	N/A
Total Nonoperating Revenues	46,136,782	42,459,667	92%	5,854,779	5,377,224	92%
Total Revenues	73,460,774	69,800,436	95%	9,270,278	8,958,031	97%
OPERATING EXPENSES						
Salaries and Wages	27,157,536	26,798,620	99%	3,394,692	3,356,039	99%
Fringe Benefits	14,614,872	13,268,868	91%	1,826,859	1,646,722	90%
Purchased Transportation Services	10,312,632	11,299,648	110%	1,289,079	1,494,845	116%
Fuel	8,695,480	10,129,559	116%	1,086,935	1,699,390	156%
Other Materials and Supplies	3,943,592	3,411,304	87%	492,949	461,097	94%
Professional Services	2,229,948	1,153,634	52%	354,952	178,532	50%
Other Services	3,270,554	2,690,491	82%	476,759	338,286	71%
Lease and Miscellaneous Expenses	1,630,328	914,921	56%	235,888	95,695	41%
Casualty and Liability Insurance	866,878	1,230,865	142%	117,813	187,982	160%
Utilities	976,427	759,547	78%	124,061	82,754	67%
Taxes and Licenses	482,789	286,534	59%	61,827	33,616	54%
Interest Expense	177,304	352,052	199%	22,163	43,067	194%
Total Operating Expenses	74,358,340	72,296,043	97%	9,483,977	9,618,025	101%
OPERATING GAIN / (LOSS)	\$ (897,566)	\$ (2,495,607)	278%	\$ (213,699)	\$ (659,994)	309%

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE AND VANPOOL SEGMENT
STATEMENT OF REVENUE AND EXPENSES
FOR THE MONTH OF MAY 2008 AND THE EIGHT MONTHS ENDED MAY 31, 2008
(UNAUDITED)**

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 13,297,818	\$ 13,506,796	102%	\$ 1,662,842	\$ 1,819,161	109%
Contract Services:						
Local Financial Assistance	5,959,472	6,101,590	102%	744,934	697,379	94%
Other Contractual Services	418,312	117,484	28%	52,289	1	0%
Advertising	1,633,336	1,497,051	92%	204,167	124,855	61%
Other Income	464,880	456,149	98%	58,110	68,845	118%
	<u>21,773,818</u>	<u>21,679,070</u>	<u>100%</u>	<u>2,722,342</u>	<u>2,710,241</u>	<u>100%</u>
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	500,000	493,000	99%	62,500	55,500	89%
State of Florida	5,610,682	5,349,626	95%	705,997	668,703	95%
Local	23,994,400	22,124,489	92%	2,999,300	2,765,561	92%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	6,867,818	5,647,634	82%	925,192	761,644	82%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,873,066	1,750,207	93%	250,438	256,286	102%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	127,768	-	N/A	15,971	-	N/A
Interest Income	533,336	465,001	87%	66,667	40,818	61%
Gain / (Loss) on the Sale of Assets	-	-	N/A	-	-	N/A
	<u>39,507,070</u>	<u>35,829,957</u>	<u>91%</u>	<u>5,026,065</u>	<u>4,548,512</u>	<u>90%</u>
	<u>61,280,888</u>	<u>57,509,027</u>	<u>94%</u>	<u>7,748,407</u>	<u>7,258,753</u>	<u>94%</u>
OPERATING EXPENSES						
Salaries and Wages	26,913,816	26,574,010	99%	3,364,227	3,327,284	99%
Fringe Benefits	14,478,096	13,157,677	91%	1,809,762	1,632,754	90%
Purchased Transportation Services	2,672	523	20%	334	(1)	0%
Fuel	7,422,560	8,845,088	119%	927,820	1,474,184	159%
Other Materials and Supplies	3,923,456	3,404,400	87%	490,432	460,535	94%
Professional Services	1,760,316	995,586	57%	276,680	159,126	58%
Other Services	3,269,818	2,683,900	82%	476,667	338,286	71%
Lease and Miscellaneous Expenses	1,618,352	908,935	56%	234,391	95,377	41%
Casualty and Liability Insurance	866,878	1,230,865	142%	117,813	187,982	160%
Utilities	934,491	726,127	78%	118,819	78,172	66%
Taxes and Licenses	433,533	254,919	59%	55,670	29,493	53%
Interest Expense	177,304	352,052	199%	22,163	43,067	194%
	<u>61,801,292</u>	<u>59,134,082</u>	<u>96%</u>	<u>7,894,778</u>	<u>7,826,259</u>	<u>99%</u>
OPERATING GAIN / (LOSS)	<u>\$ (520,404)</u>	<u>\$ (1,625,055)</u>	<u>312%</u>	<u>\$ (146,371)</u>	<u>\$ (567,506)</u>	<u>388%</u>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
STATEMENT OF REVENUE AND EXPENSES
FOR THE MONTH OF MAY 2008 AND THE EIGHT MONTHS ENDED MAY 31, 2008
(UNAUDITED)**

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	700,574	766,599	109%	\$ 86,957	\$ 111,949	129%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	4,849,600	4,895,100	101%	606,200	758,617	125%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>5,550,174</u>	<u>5,661,699</u>	<u>102%</u>	<u>693,157</u>	<u>870,566</u>	<u>126%</u>
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	5,296,376	5,296,376	100%	662,047	662,047	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,333,336	1,333,334	100%	166,667	166,665	100%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>6,629,712</u>	<u>6,629,710</u>	<u>100%</u>	<u>828,714</u>	<u>828,712</u>	<u>100%</u>
Total Revenues	<u>12,179,886</u>	<u>12,291,409</u>	<u>101%</u>	<u>1,521,871</u>	<u>1,699,278</u>	<u>112%</u>
OPERATING EXPENSES						
Salaries and Wages	243,720	224,610	92%	30,465	28,755	94%
Fringe Benefits	136,776	111,191	81%	17,097	13,968	82%
Purchased Transportation Services	10,309,960	11,299,125	110%	1,288,745	1,494,846	116%
Fuel	1,272,920	1,284,471	101%	159,115	225,206	142%
Other Materials and Supplies	20,136	6,904	34%	2,517	562	22%
Professional Services	469,632	158,048	34%	78,272	19,406	25%
Other Services	736	6,591	896%	92	-	0%
Lease and Miscellaneous Expenses	11,976	5,986	50%	1,497	318	21%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	41,936	33,420		5,242	4,582	
Taxes and Licenses	49,256	31,615	64%	6,157	4,123	67%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>12,557,048</u>	<u>13,161,961</u>	<u>105%</u>	<u>1,589,199</u>	<u>1,791,766</u>	<u>113%</u>
OPERATING GAIN / (LOSS)	<u>\$ (377,162)</u>	<u>\$ (870,552)</u>	<u>231%</u>	<u>\$ (67,328)</u>	<u>\$ (92,488)</u>	<u>137%</u>

Monthly Report B: Ridership Report

To: LYNX Board Of Directors

From: Lisa Darnall
 CHIEF OPERATING OFFICER
Rik Smith
 (Technical Contact)
Gerardo Ocasio Reyes
 (Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Ridership Report for June 2008

Date: 8/21/2008

June 2008 Final

All Services (Fixed Route, Special Shuttles, Access LYNX and VanPlan) – Comparison to Prior Year

	June 2007	June 2008	Percentage +/-
Total Monthly	2,176,754	2,221,997	2.1%
Average Weekday	84,660	86,850	2.6%
Number of Weekdays	21	21	0.0%
Annual Ridership	19,316,364	20,402,540	5.6%

June 2008 experienced a system-wide ridership total of 2,221,997, showing an increase of 2.1% from the 2,176,754 boardings recorded in June 2007. Average weekday boardings are up by 2.6% (2,191 additional riders) from the previous year. **System-wide year to date ridership is 20,402,540, up by 5.6% from last year's 19,316,364.**

Fixed Route – Comparison to Prior Year

	June 2007	June 2008	Percentage +/-
Total Monthly	2,114,199	2,152,512	1.8%
Average Weekday	81,977	83,871	2.3%
Number of Weekdays	21	21	0.0%
Annual Ridership	18,722,519	19,790,874	5.7%

Fixed route ridership for June 2008 totaled 2,152,512, reflecting an increase of 1.8% when compared to the 2,114,199 passengers carried in June 2007.

Fixed Route – Comparison to Prior Month

	May 2008	June 2008	Percentage +/-
Total Monthly	2,257,291	2,152,512	-4.6%
Average Weekday	82,877	83,871	1.2%
Number of Weekdays	21	21	0.0%

Comparisons of June 2008 to the prior month's boardings (May 2008) reflect a decrease of 4.6% (104,779 riders). June 2008 also saw an increase of 1.2% in the average number of passengers riding per weekday (a difference of 994 riders) when compared to the average weekday ridership for May 2008 of 82,877.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during June 2008 show 15 routes to have experienced a decline in ridership greater than 10% when compared to June 2007.

While ridership on Link 300 & 303 are down, the Links 301, 302, 305, 50 & 56 are increasing in service and have picked up much (if not all) of those apparent decreases. Total ridership to Disney is a better indicator of service performance as route alignments have changed to such extent as to make direct comparisons by route difficult. When all Disney service is taken into account (300's, 50, & 56) there is actually an increase of 18.3% over prior year.

Route Decreases Greater Than 10%

- Link 54 - Old Winter Garden Rd. (-26.2%)
- *Link 58 - Shingle Creek (-24.8%)
- Link 2 - Colonialtown (-23.1%)
- Link 16 - College Park/The Meadows (-19.1%)
- Link 300 - Downtown Orlando/Hotel Plaza (-15.4%)
- Link 27 - Plant St./Oakland (-15.2%)
- Link 20 - Malibu/Pine Hills (-15.1%)
- Link 19 - Richmond Heights (-14.7%)
- Link 3 - Lake Margaret (-14.0%)
- Link 22 - Richmond Estates (-13.7%)
- Link 1 - N Orange Ave./Altamonte Mall (-13.5%)
- Link 53 - Story Rd./Tildenville (-12.8%)
- Link 32 - Union Park/Bithlo (-12.0%)
- Link 303 - Washington Shores/Disney-MGM (-11.9%)
- Link 45 - Lake Mary (-11.4%)

**(Link 58 is 100% private sector funded)*

All the above routes are currently under efficiency review for December 2008 proposed service changes.

The final June ridership continues to show system-wide gains. Most notable are transit emphasis corridors where LYNX has made headway improvements in the past year.

In contrast, June 2008 produced 12 routes with increases of 10% or greater when compared to June 2007.

Link 204 (Clermont Express) - shows an increase of 129.8% over previous year. The unprecedented demand for this route has produced significant ridership increases since January 2008. This is thought to be primarily due to the increase in fuel cost.

Link 30 - Colonial Drive Crosstown had an increase of 54.3%; this is thought to be primarily due to the increase to 30-minute headway.

Link 200 - Volusia Express shows a steady growth in ridership for the last year and is up 55.6% increase over the previous year. This is thought to be primarily due to the increase in fuel cost.

Link 8 - West Oak Ridge Road/International Drive shows a 7.7% increase over previous year. This increase correlates directly to the improvement of Link 8's headway to 10 minutes with the April 2007 service change.

Link 25 - Silver Star Road is up 22.8% increase over previous year. This increase correlates directly to the improvement of Link 25's headway to 20-minutes with the August 2007 bid change.

These results are consistent with frequency improvement requests for additional service received by Customer Service & Customer Relations, as well as with the on-board survey performed as part of the Comprehensive Operations Analysis (COA).

Route Increases Greater Than 10%

▪ Link 204 - Clermont Express	(+129.8%)
▪ Link 200 - Volusia Express	(+55.6%)
▪ Link 30 - Colonial Dr. Crosstown	(+54.3%)
▪ Link 305 - Metro West/All-Star Resort	(+42.4%)
▪ Link 50 - Downtown Orlando/Magic Kingdom	(+29.8%)
▪ Link 301 - Pine Hills/Animal Kingdom	(+26.4%)
▪ Link 25 - Silver Star Rd.	(+22.8%)
▪ Link 10 - East U.S. 192/St. Cloud	(+20.8%)
▪ Link 414 - UCF Alafaya/Waterford Lakes	(+15.9%)
▪ Link 56 - West U.S. 192/Magic Kingdom	(+13.4%)
▪ Link 26 - Pleasant Hill Rd./Poinciana	(+10.6%)
▪ Link 52 - Pine Castle/Tradeport	(+10.5%)

PickUpLine

For June 2008, PickUpLine ridership was 540 compared to 611 one-way passenger trips in May 2008.

LYNX MONTHLY RIDERSHIP JUNE 2008

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	114,798	94,685	91,875	99,272	98,266	103,967	102,589	98,204	90,840				894,496
All Other Links	2,219,929	2,089,631	2,065,900	2,094,176	2,035,574	2,101,067	2,069,342	2,159,087	2,061,672				18,896,378
Total Fixed Route	2,334,727	2,184,316	2,157,775	2,193,448	2,133,840	2,205,034	2,171,931	2,257,291	2,152,512				19,790,874
Special Shuttles	65	969	95	157	65	26,563	207	60	30				28,211
Access LYNX	51,949	46,138	44,669	47,581	46,407	51,653	52,809	53,413	52,450				447,069
VanPlan	18,772	15,782	13,584	15,808	16,330	15,767	19,004	4,334	17,005				136,386
TOTAL	2,405,513	2,247,205	2,216,123	2,256,994	2,196,642	2,299,017	2,243,951	2,315,098	2,221,997				20,402,540
													Final

% Change From Fiscal Year 2007 To Fiscal Year 2008

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	9.8%	-7.9%	-8.3%	-3.2%	3.2%	5.0%	10.0%	4.2%	3.8%				1.7%
All Other Links	10.3%	11.3%	9.3%	2.1%	9.8%	1.8%	4.4%	4.0%	1.8%				6.0%
Total Fixed Route	10.3%	10.2%	8.3%	1.8%	9.5%	1.9%	4.6%	3.9%	1.8%				5.7%
Special Shuttles	-14.5%	48.2%	-98.6%	-99.2%	-74.3%	1346.8%	36.2%	-97.1%	-45.5%				-10.3%
Access LYNX	12.1%	3.2%	3.2%	4.4%	8.9%	9.4%	17.2%	11.3%	12.0%				9.1%
VanPlan	3.1%	-6.3%	-4.7%	-7.8%	-1.9%	-13.9%	7.4%	-75.9%	8.5%				-10.7%
TOTAL	10.2%	10.0%	7.8%	0.9%	9.3%	3.0%	4.9%	3.3%	2.1%				5.6%

Fiscal Year 2007

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	104,537	102,808	100,230	102,502	95,244	99,012	93,260	94,228	87,540	88,422	109,469	99,154	1,176,406
All Other Links	2,012,423	1,877,646	1,890,701	2,051,408	1,853,218	2,063,828	1,982,224	2,076,640	2,025,080	2,022,569	2,213,983	2,029,694	24,099,414
Total Fixed Route	2,117,655	1,981,639	1,991,847	2,155,035	1,949,425	2,163,897	2,076,637	2,172,185	2,114,199	2,112,235	2,324,994	2,130,216	25,289,964
Special Shuttles	76	654	6,656	19,711	253	1,836	152	2,054	55	547	65	289	32,348
Access LYNX	46,337	44,688	43,297	45,565	42,633	47,231	45,066	47,970	46,831	47,118	50,279	43,563	550,578
VanPlan	18,202	16,852	14,252	17,147	16,640	18,314	17,688	18,016	15,669	17,194	19,506	15,885	205,365
TOTAL	2,182,270	2,043,833	2,056,052	2,237,458	2,008,951	2,231,278	2,139,543	2,240,225	2,176,754	2,177,094	2,394,844	2,189,953	26,078,255

LYNX AVERAGE DAILY JUNE 2008

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEARLY AVG
LYMMO	Wkday	4,579	3,958	3,994	3,649	4,279	4,283	4,251	3,973	3,973				4,104
	Sat	1,391	1,686	1,349	1,871	1,144	1,791	1,267	1,495	1,495				1,499
	Sun	979	964	873	1,044	958	1,015	1,000	833	833				944
All Other Links	Wkday	81,900	81,804	79,436	65,454	80,109	79,755	79,049	78,904	79,898				78,479
	Sat	53,826	55,442	58,227	40,452	56,171	54,404	52,730	55,250	54,656				53,462
	Sun	30,230	29,919	30,640	29,816	31,819	30,580	29,398	30,896	32,117				30,601
Total Fixed Route	Wkday	86,479	85,762	83,430	69,103	84,388	84,038	83,300	82,877	83,871				82,583
	Sat	55,216	57,128	59,576	42,323	57,315	56,195	53,997	56,745	56,151				54,961
	Sun	31,209	30,883	31,513	30,860	32,777	31,595	30,398	31,728	32,949				31,546
Access LYNX	Wkday	2,047	1,869	1,780	1,854	1,964	2,143	2,161	2,144	2,221				2,020
	Sat	839	834	909	827	847	913	908	914	913				878
	Sun	380	419	549	406	443	415	410	420	431				430
VanPlan	Wkday	764	667	597	648	731	586	798	158	759				634
	Sat	151	131	114	114	124	77	180	623	129				182
	Sun	149	145	96	113	122	81	180	136	112				126
TOTAL <i>LYNX SERVICES</i>	Wkday	89,290	88,299	85,807	71,605	87,083	86,768	86,259	85,179	86,850				85,238
	Sat	56,206	58,093	60,599	43,263	58,286	57,186	55,085	58,282	57,193				56,021
	Sun	31,738	31,446	32,158	31,379	33,342	32,091	30,988	32,283	33,492				32,102
														Final

% Change From Fiscal Year 2007 TO Fiscal Year 2008

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	19.8%	-8.8%	-8.1%	-12.2%	4.6%	5.7%	9.1%	1.0%	4.5%				0.3%
	Sat	25.0%	-8.7%	-26.0%	14.5%	-54.3%	35.1%	-28.8%	37.0%	51.9%				1.4%
	Sun	30.0%	11.8%	26.4%	13.9%	11.3%	25.8%	16.0%	24.8%	18.3%				13.8%
All Other Links	Wkday	7.1%	10.6%	8.4%	-14.9%	4.6%	4.5%	1.8%	1.1%	2.2%				1.5%
	Sat	7.4%	17.1%	11.8%	-24.5%	9.5%	3.7%	1.3%	5.0%	4.0%				2.1%
	Sun	6.4%	12.2%	13.7%	2.5%	8.7%	3.6%	1.6%	2.5%	5.2%				3.6%
Total Fixed Route	Wkday	7.7%	9.5%	7.4%	-14.8%	4.6%	4.6%	2.2%	1.1%	2.3%				1.4%
	Sat	7.8%	16.1%	10.5%	-23.4%	6.5%	4.5%	0.3%	5.6%	4.9%				2.1%
	Sun	7.0%	12.1%	14.0%	2.8%	8.7%	4.2%	2.0%	3.0%	5.5%				3.9%
Access LYNX	Wkday	8.1%	2.4%	2.4%	4.2%	3.0%	12.9%	13.7%	14.2%	12.0%				7.4%
	Sat	15.4%	8.3%	13.5%	6.3%	5.7%	14.0%	11.3%	15.5%	8.5%				8.9%
	Sun	3.4%	15.3%	4.1%	19.7%	33.2%	21.0%	10.9%	13.0%	14.2%				12.4%
VanPlan	Wkday	-0.4%	-7.8%	-4.8%	-9.6%	-6.0%	-25.3%	2.6%	-78.6%	8.4%				-14.6%
	Sat	-9.9%	-5.4%	-5.3%	8.6%	-16.2%	-39.0%	9.5%	354.8%	8.6%				38.2%
	Sun	13.2%	51.3%	0.0%	86.8%	-2.8%	-21.7%	32.0%	32.8%	-3.5%				23.7%
TOTAL <i>LYNX SERVICES</i>	Wkday	7.6%	9.2%	7.2%	-14.3%	4.5%	4.5%	2.4%	0.7%	2.6%				1.4%
	Sat	7.9%	16.0%	10.5%	-22.9%	6.5%	4.5%	0.5%	6.6%	4.9%				2.3%
	Sun	7.0%	12.3%	13.8%	3.2%	9.0%	4.3%	2.2%	3.2%	5.5%				4.0%

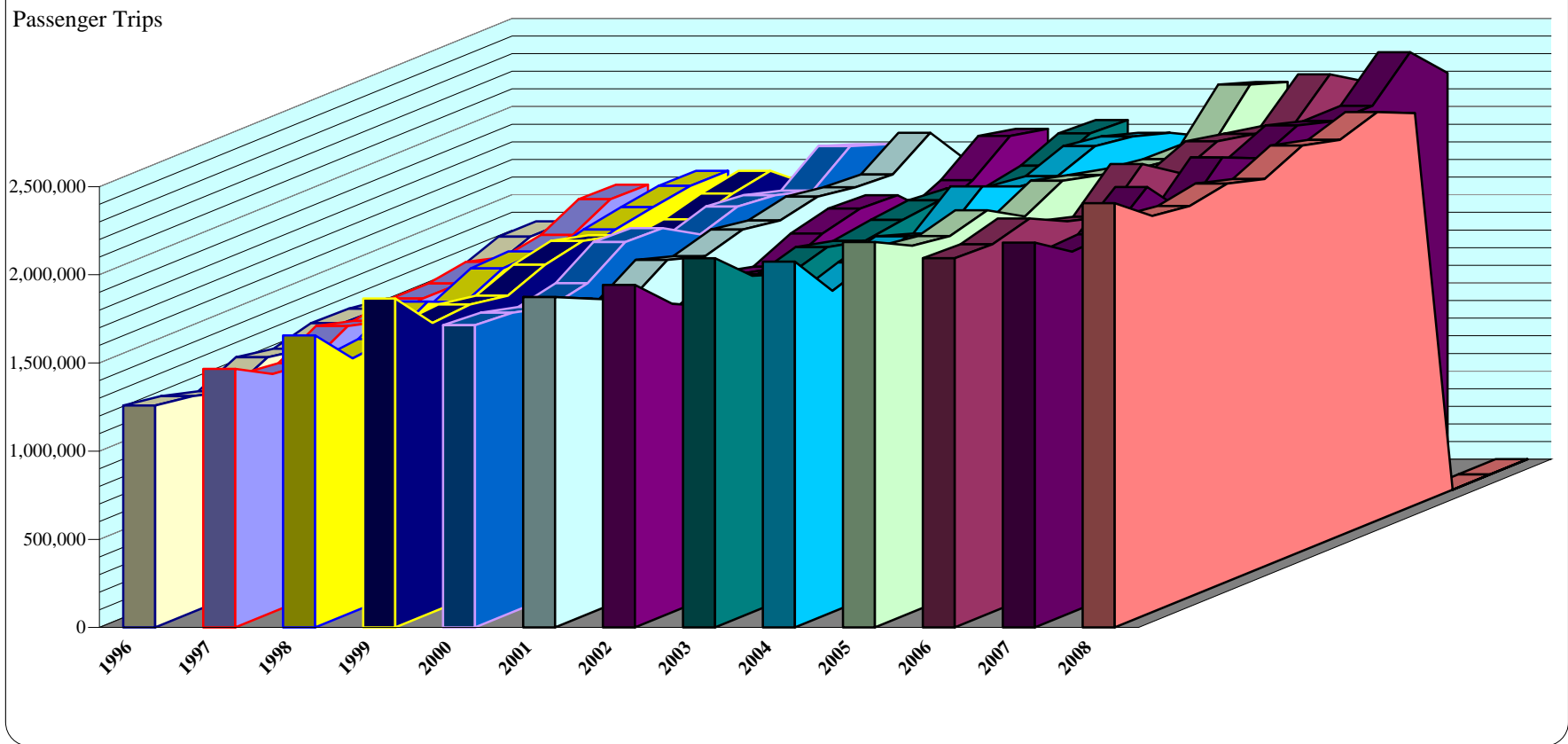
Fiscal Year 2007

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	AVG DAILY FOR YEAR
LYMMO	Wkday	3,822	4,339	4,348	4,154	4,089	4,053	3,897	3,933	3,800	3,756	4,384	4,554	4,094
	Sat	1,112	1,847	1,824	1,634	2,505	1,326	1,780	1,091	984	1,158	1,139	1,341	1,478
	Sun	753	862	691	917	861	807	862	667	704	818	1,023	989	829
All Other Links	Wkday	76,466	73,964	73,310	76,915	76,596	76,289	77,641	78,033	78,177	77,384	80,756	82,634	77,347
	Sat	50,102	47,340	52,073	53,614	51,287	52,459	52,047	52,636	52,559	52,646	56,873	54,739	52,365
	Sun	28,401	26,676	26,948	29,097	29,279	29,504	28,944	30,140	30,536	31,363	32,467	31,197	29,546
Total Fixed Route	Wkday	80,304	78,316	77,669	81,069	80,685	80,342	81,538	81,966	81,977	81,140	85,140	87,188	81,445
	Sat	51,214	49,187	53,897	55,248	53,792	53,785	53,827	53,727	53,543	53,804	58,012	56,080	53,843
	Sun	29,154	27,538	27,639	30,014	30,140	30,311	29,806	30,807	31,240	32,181	33,490	32,186	30,376
Access LYNX	Wkday	1,893	1,825	1,739	1,780	1,907	1,899	1,901	1,877	1,983	1,906	1,975	1,892	1,881
	Sat	727	770	801	778	801	801	816	791	842	828	867	855	806
	Sun	367	363	527	339	332	343	369	372	378	405	406	391	383
VanPlan	Wkday	767	723	627	717	777	785	779	742	700	734	814	749	743
	Sat	168	139	120	105	148	127	164	137	119	129	124	107	132
	Sun	132	96	96	61	126	104	136	102	116	108	71	76	102
TOTAL <i>LYNX SERVICES</i>	Wkday	82,964	80,864	80,035	83,566	83,369	83,026	84,218	84,585	84,660	83,780	87,929	89,828	84,069
	Sat	52,108	50,096	54,818	56,131	54,741	54,713	54,807	54,655	54,503	54,761	59,002	57,042	54,781
	Sun	29,653	27,997	28,262	30,414	30,598	30,758	30,312	31,281	31,734	32,694	33,967	32,653	30,860

ROUTE RIDERSHIP REPORT

Link No	Route	FY 2007 Average Monthly Ridership	May-2008	% Change from May 08 to Jun 08	Jun-2008	% Change From Previous Year
1	N Orange Ave./Altamonte Mall	16,657	15,935	-10.0%	14,345	-13.5%
2	Colonialtown	3,905	3,394	-16.9%	2,821	-23.1%
3	Lake Margaret	18,703	17,126	-6.1%	16,075	-14.0%
4	South U.S. 441/Kissimmee	152,966	155,507	-3.1%	150,704	-2.2%
5	Lake George/Fort Gatlin	4,587	4,539	19.1%	5,406	8.3%
6	Dixie Belle	16,280	17,244	-7.1%	16,027	5.1%
7	S. Orange Ave./Florida Mall	25,526	26,464	-6.3%	24,800	-5.5%
8	W. Oak Ridge Rd./Int'l Dr.	174,381	206,551	-4.4%	197,516	7.7%
9	N. Orange Ave./Rosemont	30,304	30,371	-7.3%	28,164	-5.8%
10	East U.S. 192/St. Cloud	21,799	26,463	-10.4%	23,716	20.8%
11	S. Orange Ave./OIA	33,788	33,797	-4.1%	32,419	0.3%
12	Buenaventura Lks/Boggy Ck	7,409	7,530	-20.1%	6,020	0.9%
13	University of Central Florida	33,886	33,317	-5.7%	31,421	-4.3%
14	Princeton Street/Plymouth Apts.	5,984	6,500	-11.1%	5,777	7.2%
15	Curry Ford Rd./V.C.C. East	45,479	45,229	-8.5%	41,406	-3.9%
16	College Park/The Meadows	10,005	10,524	-22.3%	8,172	-19.1%
17	North U.S. 441/Apopka	50,906	52,463	-8.8%	47,854	-0.2%
18	S. Orange Ave./Kissimmee	37,854	40,946	-7.7%	37,789	-2.5%
19	Richmond Heights	29,829	29,783	-16.8%	24,768	-14.7%
20	Malibu/Pine Hills	66,345	64,995	-10.0%	58,507	-15.1%
200	Volusia Express	1,005	1,444	3.1%	1,489	55.6%
204	Clermont Express	959	3,306	-8.7%	3,019	129.8%
209	UCF/Downtown Orlando Late Night Shuttle	96	N/A	N/A	N/A	N/A
21	Carver Shores/Tangelo Park	84,144	83,236	-3.0%	80,777	-8.2%
22	Richmond Estates	26,363	25,844	-14.8%	22,007	-13.7%
23	Winter Park/Forest City	24,612	25,413	-6.3%	23,818	-1.5%
24	Millenia	11,238	11,252	-0.9%	11,146	1.1%
25	Silver Star Rd.	72,149	89,769	-6.0%	84,371	22.8%
26	Pleasant Hill Rd./Poinciana	17,047	21,197	-6.8%	19,764	10.6%
27	Plant St./Oakland	7,712	8,074	-10.5%	7,227	-15.2%
28	E. Colonial Dr./Azalea Park	43,816	43,532	-5.9%	40,984	-4.3%
29	E. Colonial Dr./Goldenrod	41,444	37,798	0.3%	37,914	-9.0%
30	Colonial Dr. Crosstown	51,632	77,099	-5.0%	73,263	54.3%
300	Downtown Orlando/Hotel Plaza	2,671	2,217	-5.4%	2,098	-15.4%
301	Pine Hills/Animal Kingdom	2,867	3,549	-5.9%	3,339	26.4%
302	Rosemont/Magic Kingdom	3,487	3,861	-4.2%	3,700	-4.6%
303	Washington Shores/Disney-MGM	3,417	2,847	-4.1%	2,729	-11.9%
304	Rio Grande/Vistana Resort	3,855	4,269	-6.9%	3,973	-3.8%
305	Metro West/All-Star Resort	727	1,433	-3.7%	1,380	42.4%
31	Lymmo	97,015	98,204	-7.5%	90,840	3.8%
32	Union Park/Bithlo	4,786	4,640	-4.9%	4,414	-12.0%
34	Sanford/Goldsboro	7,925	7,665	-0.8%	7,601	-4.5%
36	Lake Richmond	22,385	23,288	-7.9%	21,448	2.2%
37	Park Promenade Plaza/Florida Mall	69,425	76,564	-6.1%	71,871	4.5%
38	Downtown Orlando/Int'l Dr.	16,024	16,234	4.3%	16,938	0.0%
39	U.S. 17-92/Sanford	63,386	67,934	-4.5%	64,855	5.4%
40	Americana/Universal Orlando	40,660	39,047	3.9%	40,576	1.4%
405	Apopka Circulator	2,996	8,056	-17.7%	6,633	-7.1%
41	S.R. 436 Crosstown	127,446	139,083	-3.4%	134,293	2.0%
414	UCF Alafaya/Waterford Lakes	2,589	6,535	-4.6%	6,235	15.9%
42	International Dr./OIA	84,314	88,260	-3.3%	85,356	1.2%
43	Central Florida Pkwy.	13,813	14,961	3.2%	15,436	5.7%
44	Clarcona/Zellwood	16,615	19,047	-13.1%	16,551	7.4%
442	Clarcona/Zellwood	N/A	2,491	2.4%	2,552	N/A
45	Lake Mary	4,924	5,766	-14.3%	4,942	-11.4%
46	W. S.R. 46/Seminole Towne Ctr.	13,925	13,890	-2.3%	13,566	-1.7%
47	Oviedo	4,259	4,146	-1.3%	4,091	-0.6%
48	W. Colonial Dr./Park Promenade	48,736	48,033	-5.0%	45,655	-1.5%
49	W. Colonial Dr./Pine Hills	50,215	49,252	-11.3%	43,709	-7.4%
50	Downtown Orlando/Magic Kingdom	42,306	54,388	12.7%	61,271	29.8%
51	Conway/OIA	33,840	35,261	-10.1%	31,691	-4.6%
52	Pine Castle/Tradeport	5,590	6,094	-4.4%	5,826	10.5%
53	Story Rd./Tildenville	8,859	7,801	-3.2%	7,555	-12.8%
54	Old Winter Garden Rd.	14,185	12,004	-11.4%	10,632	-26.2%
55	West U.S. 192/Orange Lake	43,455	47,980	8.7%	52,170	3.6%
56	West U.S. 192/Magic Kingdom	43,294	50,601	7.2%	54,256	13.4%
57	John Young Pkwy.	17,104	20,459	0.1%	20,470	5.9%
58	Shingle Creek	2,254	1,808	-0.4%	1,800	-24.8%
99	Farebox Errors	17,677	12,925	-2.7%	12,574	-27.1%
Total		2,105,832	2,257,235	-4.6%	2,152,512	1.8%

LYNX Ridership Growth - All Modes



Monthly Report C: Ridership Report

To: LYNX Board Of Directors

From: **Lisa Darnall**
 CHIEF OPERATING OFFICER
Rik Smith
 (Technical Contact)
William Hearndon
 (Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Ridership Report For May 2008
Date: 8/21/2008

May 2008 Final

**All Services (Fixed Route, Special Shuttles, Access LYNX and VanPlan)
 – Comparison to Prior Year**

	May 2007	May 2008	Percentage +/-
Total Monthly	2,240,225	2,315,098	3.3%
Average Weekday	84,585	85,179	0.7%
Number of Weekdays	23	21	-8.7%
Annual Ridership	17,139,610	18,180,543	6.1%

May 2008 experienced a system-wide ridership total of 2,315,098, showing an increase of 3.3% from the 2,240,225 boardings recorded in May 2007. Average weekday boardings are up by 0.7% (595 additional riders) from the previous year. **System-wide year to date ridership is 18,180,543, up by 6.1% from last year's 17,139,610.**

Fixed Route – Comparison to Prior Year

	May 2007	May 2008	Percentage +/-
Total Monthly	2,172,185	2,257,291	3.9%
Average Weekday	81,966	82,877	1.1%
Number of Weekdays	23	21	-8.7%
Annual Ridership	16,608,320	17,638,362	6.2%

Fixed route ridership for May 2008 totaled 2,257,291, reflecting an increase of 3.9% when compared to the 2,172,185 passengers carried in May 2007. **Fixed route year to date ridership shows an increase of 6.2% over previous year.**

Fixed Route – Comparison to Prior Month

	April 2008	May 2008	Percentage +/-
Total Monthly	2,171,931	2,257,291	3.9%
Average Weekday	83,300	82,877	-0.5%
Number of Weekdays	22	21	-4.5%

Comparisons of May 2008 to the prior month's boardings (April 2008) reflect an increase of 3.9% (85,360 riders). May 2008 also saw a decrease of 0.5% in the average number of passengers riding per weekday (a difference of 423 riders) when compared to the average weekday ridership for April 2008 of 83,300.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during May 2008 show 8 routes to have experienced a decline in ridership greater than 10% when compared to May 2007.

While ridership on Link 300 & 303 are down, the Links 301, 302, 305, 50 & 56 are increasing in service and have picked up much (if not all) of those apparent decreases. Total ridership to Disney is a better indicator of service performance as route alignments have changed to such extent as to make direct comparisons by route difficult. When all Disney service is taken into account (300's, 50, & 56) there is actually an increase of 17.4% over prior year.

Route Decreases Greater Than 10%

- *Link 58 - Shingle Creek (-29.2 %)
- Link 54 - Old Winter Garden Rd. (-19.9%)
- Link 303 - Washington Shores/Disney-MGM (-14.9%)
- Link 53 - Story Rd./Tildenville (-13.8%)
- Link 3 - Lake Margaret (-13.0%)
- Link 40 - Americana/ Universal Orlando (-11.7%)
- Link 29 - E. Colonial Dr./Goldenrod (-11.6%)
- Link 24 - Millenia (-11.3%)

**(Link 58 is 100% private sector funded)*

All the above routes are currently under efficiency review for December 2008 proposed service changes.

The final May ridership continues to show system-wide gains. Most notable are transit emphasis corridors where LYNX has made headway improvements in the past year. In contrast, May 2008 produced 12 routes with increases of 10% or greater when compared to May 2007.

Link 204 (Clermont Express) shows an increase of 167.7% over previous year. The unprecedented demand for this route has produced significant ridership increases since January 2008. This is thought to be primarily due to increased fuel costs.

Link 30 - Colonial Drive Crosstown had an increase of 62.4%; this is thought to be primarily due to the increase to 30-minute headway.

Link 200 - Volusia Express shows a steady growth in ridership for the last year and is up 59.6% increase over the previous year. This is thought to be primarily due to increased fuel costs.

Link 8 - West Oak Ridge Road/International Drive shows a 7.0% increase over previous year. This increase correlates directly to the improvement of Link 8's headway to 10 minutes with the April 2007 bid change.

Link 25 - Silver Star Road is up 26.5% increase over previous year. This increase correlates directly to the improvement of Link 25's headway to 20-minutes with the August 2007 bid change.

These results are consistent with frequency improvement requests for additional service received by Customer Service & Customer Relations, as well as with the on-board survey performed as part of the COA (Frequency was highest response to "What improvements are needed?" over early, late, Saturday, Sunday/holiday, and new area service options.)

Route Increases Greater Than 10%

▪ Link 204 - Clermont Express	(+167.7%)
▪ Link 30 - Colonial Dr. Crosstown	(+62.4%)
▪ Link 200 - Volusia Express	(+59.6%)
▪ Link 301 - Pine Hills/Animal Kingdom	(+40.7%)
▪ Link 305 - Metro West/All-Star Resort	(+33.4%)
▪ Link 44 - Clarcona/Zellwood	(+28.9%)
▪ Link 25 - Silver Star Rd.	(+26.5%)
▪ Link 50 - Downtown Orlando/Magic Kingdom	(+26.1%)
▪ Link 26 - Pleasant Hill Rd./Poinciana	(+16.2%)
▪ Link 405 - Apopka Circulator	(+16.1%)
▪ Link 10 - East U.S. 192/St. Cloud	(+16.0%)
▪ Link 56 - West U.S. 192/Magic Kingdom	(+12.7%)

PickUpLine

For May 2008, PickUpLine ridership was 611 compared to 498 one-way passenger trips in April 2008.

LYNX MONTHLY RIDERSHIP MAY 2008

<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	114,798	94,685	91,875	99,272	98,266	103,967	102,589	98,204					803,656
All Other Links	2,219,929	2,089,631	2,065,900	2,094,176	2,035,574	2,101,067	2,069,342	2,159,087					16,834,706
Total Fixed Route	2,334,727	2,184,316	2,157,775	2,193,448	2,133,840	2,205,034	2,171,931	2,257,291					17,638,362
Special Shuttles	65	969	95	157	65	26,563	207	60					28,181
Access LYNX	51,949	46,138	44,669	47,581	46,407	51,653	52,809	53,413					394,619
VanPlan	18,772	15,782	13,584	15,808	16,330	15,767	19,004	4,334					119,381
TOTAL	2,405,513	2,247,205	2,216,123	2,256,994	2,196,642	2,299,017	2,243,951	2,315,098					18,180,543

Final

% Change From Fiscal Year 2007 To Fiscal Year 2008

<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	9.8%	-7.9%	-8.3%	-3.2%	3.2%	5.0%	10.0%	4.2%					1.5%
All Other Links	10.3%	11.3%	9.3%	2.1%	9.8%	1.8%	4.4%	4.0%					6.5%
Total Fixed Route	10.3%	10.2%	8.3%	1.8%	9.5%	1.9%	4.6%	3.9%					6.2%
Special Shuttles	-14.5%	48.2%	-98.6%	-99.2%	-74.3%	1346.8%	36.2%	-97.1%					-10.2%
Access LYNX	12.1%	3.2%	3.2%	4.4%	8.9%	9.4%	17.2%	11.3%					8.8%
VanPlan	3.1%	-6.3%	-4.7%	-7.8%	-1.9%	-13.9%	7.4%	-75.9%					-12.9%
TOTAL	10.2%	10.0%	7.8%	0.9%	9.3%	3.0%	4.9%	3.3%					6.1%

Fiscal Year 2007

<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	104,537	102,808	100,230	102,502	95,244	99,012	93,260	94,228	87,540	88,422	109,469	99,154	1,176,406
All Other Links	2,012,423	1,877,646	1,890,701	2,051,408	1,853,218	2,063,828	1,982,224	2,076,640	2,025,080	2,022,569	2,213,983	2,029,694	24,099,414
Total Fixed Route	2,117,655	1,981,639	1,991,847	2,155,035	1,949,425	2,163,897	2,076,637	2,172,185	2,114,199	2,112,235	2,324,994	2,130,216	25,289,964
Special Shuttles	76	654	6,656	19,711	253	1,836	152	2,054	55	547	65	289	32,348
Access LYNX	46,337	44,688	43,297	45,565	42,633	47,231	45,066	47,970	46,831	47,118	50,279	43,563	550,578
VanPlan	18,202	16,852	14,252	17,147	16,640	18,314	17,688	18,016	15,669	17,194	19,506	15,885	205,365
TOTAL	2,182,270	2,043,833	2,056,052	2,237,458	2,008,951	2,231,278	2,139,543	2,240,225	2,176,754	2,177,094	2,394,844	2,189,953	26,078,255

LYNX AVERAGE DAILY MAY 2008

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEARLY AVG
LYMMO	Wkday	4,579	3,958	3,994	3,649	4,279	4,283	4,251	3,934					4,116
	Sat	1,391	1,686	1,349	1,871	1,144	1,791	1,267	1,445					1,493
	Sun	979	964	873	1,044	958	1,015	1,000	833					958
All Other Links	Wkday	81,900	81,804	79,436	65,454	80,109	79,755	79,049	78,943					78,306
	Sat	53,826	55,442	58,227	40,452	56,171	54,404	52,730	55,300					53,319
	Sun	30,230	29,919	30,640	29,816	31,819	30,580	29,398	30,896					30,412
Total Fixed Route	Wkday	86,479	85,762	83,430	69,103	84,388	84,038	83,300	82,877					82,422
	Sat	55,216	57,128	59,576	42,323	57,315	56,195	53,997	56,745					54,812
	Sun	31,209	30,883	31,513	30,860	32,777	31,595	30,398	31,728					31,370
Access LYNX	Wkday	2,047	1,869	1,780	1,854	1,964	2,143	2,161	2,144					1,995
	Sat	839	834	909	827	847	913	908	914					874
	Sun	380	419	549	406	443	415	410	420					430
VanPlan	Wkday	764	667	597	648	731	586	798	158					619
	Sat	151	131	114	114	124	77	180	623					189
	Sun	149	145	96	113	122	81	180	136					128
TOTAL <i>LYNX SERVICES</i>	Wkday	89,290	88,299	85,807	71,605	87,083	86,768	86,259	85,179					85,036
	Sat	56,206	58,093	60,599	43,263	58,286	57,186	55,085	58,282					55,875
	Sun	31,738	31,446	32,158	31,379	33,342	32,091	30,988	32,283					31,928

Final

% Change From Fiscal Year 2007 TO Fiscal Year 2008

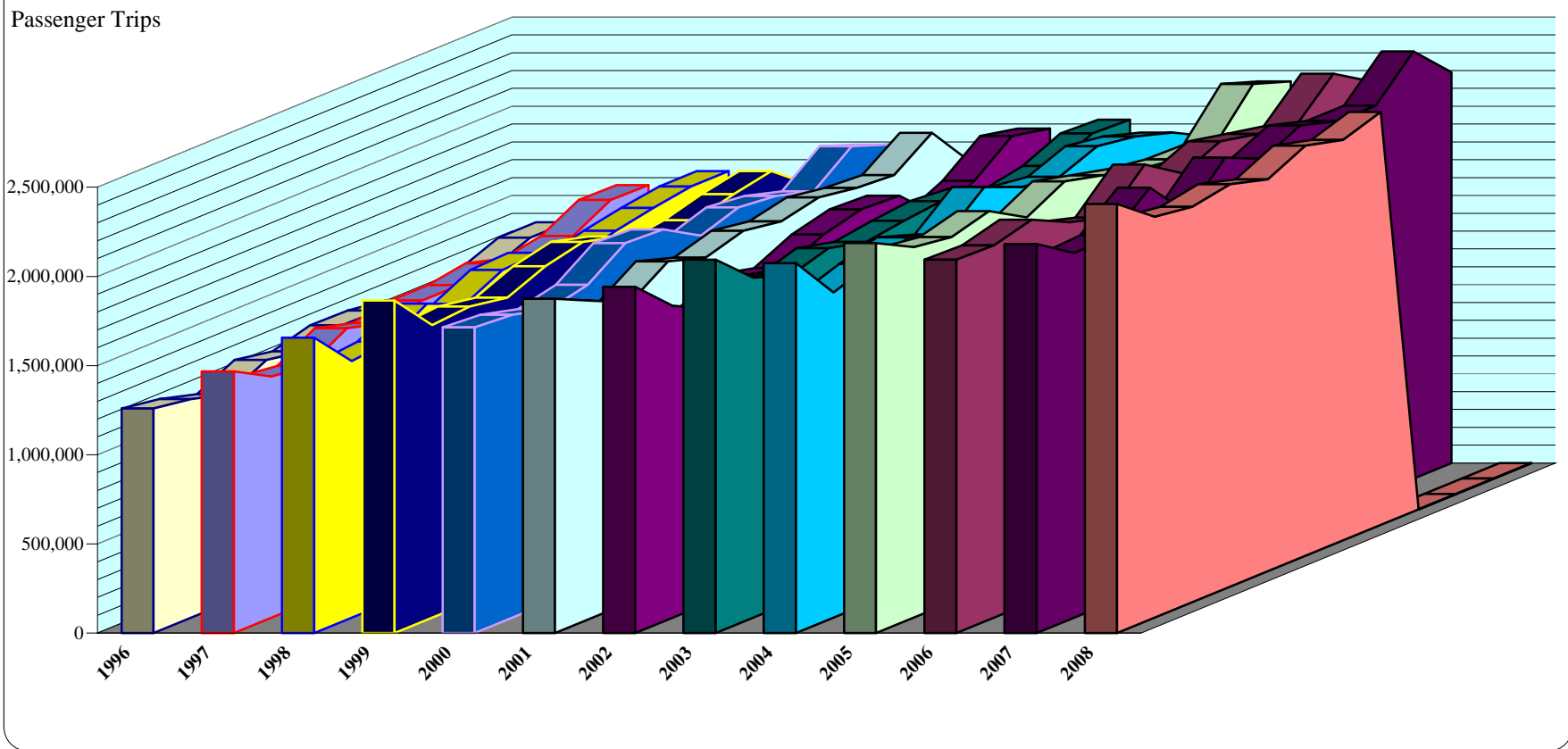
Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	19.8%	-8.8%	-8.1%	-12.2%	4.6%	5.7%	9.1%	0.0%					0.5%
	Sat	25.0%	-8.7%	-26.0%	14.5%	-54.3%	35.1%	-28.8%	32.5%					1.0%
	Sun	30.0%	11.8%	26.4%	13.9%	11.3%	25.8%	16.0%	24.8%					15.5%
All Other Links	Wkday	7.1%	10.6%	8.4%	-14.9%	4.6%	4.5%	1.8%	1.2%					1.2%
	Sat	7.4%	17.1%	11.8%	-24.5%	9.5%	3.7%	1.3%	5.1%					1.8%
	Sun	6.4%	12.2%	13.7%	2.5%	8.7%	3.6%	1.6%	2.5%					2.9%
Total Fixed Route	Wkday	7.7%	9.5%	7.4%	-14.8%	4.6%	4.6%	2.2%	1.1%					1.2%
	Sat	7.8%	16.1%	10.5%	-23.4%	6.5%	4.5%	0.3%	5.6%					1.8%
	Sun	7.0%	12.1%	14.0%	2.8%	8.7%	4.2%	2.0%	3.0%					3.3%
Access LYNX	Wkday	8.1%	2.4%	2.4%	4.2%	3.0%	12.9%	13.7%	14.2%					6.1%
	Sat	15.4%	8.3%	13.5%	6.3%	5.7%	14.0%	11.3%	15.5%					8.4%
	Sun	3.4%	15.3%	4.1%	19.7%	33.2%	21.0%	10.9%	13.0%					12.4%
VanPlan	Wkday	-0.4%	-7.8%	-4.8%	-9.6%	-6.0%	-25.3%	2.6%	-78.6%					-16.7%
	Sat	-9.9%	-5.4%	-5.3%	8.6%	-16.2%	-39.0%	9.5%	354.8%					43.2%
	Sun	13.2%	51.3%	0.0%	86.8%	-2.8%	-21.7%	32.0%	32.8%					25.4%
TOTAL <i>LYNX SERVICES</i>	Wkday	7.6%	9.2%	7.2%	-14.3%	4.5%	4.5%	2.4%	0.7%					1.2%
	Sat	7.9%	16.0%	10.5%	-22.9%	6.5%	4.5%	0.5%	6.6%					2.0%
	Sun	7.0%	12.3%	13.8%	3.2%	9.0%	4.3%	2.2%	3.2%					3.5%

Fiscal Year 2007

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	AVG DAILY FOR YEAR
LYMMO	Wkday	3,822	4,339	4,348	4,154	4,089	4,053	3,897	3,933	3,800	3,756	4,384	4,554	4,094
	Sat	1,112	1,847	1,824	1,634	2,505	1,326	1,780	1,091	984	1,158	1,139	1,341	1,478
	Sun	753	862	691	917	861	807	862	667	704	818	1,023	989	829
All Other Links	Wkday	76,466	73,964	73,310	76,915	76,596	76,289	77,641	78,033	78,177	77,384	80,756	82,634	77,347
	Sat	50,102	47,340	52,073	53,614	51,287	52,459	52,047	52,636	52,559	52,646	56,873	54,739	52,365
	Sun	28,401	26,676	26,948	29,097	29,279	29,504	28,944	30,140	30,536	31,363	32,467	31,197	29,546
Total Fixed Route	Wkday	80,304	78,316	77,669	81,069	80,685	80,342	81,538	81,966	81,977	81,140	85,140	87,188	81,445
	Sat	51,214	49,187	53,897	55,248	53,792	53,785	53,827	53,727	53,543	53,804	58,012	56,080	53,843
	Sun	29,154	27,538	27,639	30,014	30,140	30,311	29,806	30,807	31,240	32,181	33,490	32,186	30,376
Access LYNX	Wkday	1,893	1,825	1,739	1,780	1,907	1,899	1,901	1,877	1,983	1,906	1,975	1,892	1,881
	Sat	727	770	801	778	801	801	816	791	842	828	867	855	806
	Sun	367	363	527	339	332	343	369	372	378	405	406	391	383
VanPlan	Wkday	767	723	627	717	777	785	779	742	700	734	814	749	743
	Sat	168	139	120	105	148	127	164	137	119	129	124	107	132
	Sun	132	96	96	61	126	104	136	102	116	108	71	76	102
TOTAL <i>LYNX SERVICES</i>	Wkday	82,964	80,864	80,035	83,566	83,369	83,026	84,218	84,585	84,660	83,780	87,929	89,828	84,069
	Sat	52,108	50,096	54,818	56,131	54,741	54,713	54,807	54,655	54,503	54,761	59,002	57,042	54,781
	Sun	29,653	27,997	28,262	30,414	30,598	30,758	30,312	31,281	31,734	32,694	33,967	32,653	30,860

Link No	Route	FY 2007 Average Monthly Ridership	Apr-2008	% Change from Apr 08 to May 08	May-2008	% Change From Previous Year
1	N Orange Ave./Altamonte Mall	16,657	19,798	-19.5%	15,935	-2.6%
2	Colonialtown	3,905	4,318	-21.4%	3,394	-8.3%
3	Lake Margaret	18,703	17,572	-2.5%	17,126	-13.0%
4	South U.S. 441/Kissimmee	152,966	151,303	2.8%	155,507	1.3%
5	Lake George/Fort Gatlin	4,587	5,465	-16.9%	4,539	-1.4%
6	Dixie Belle	16,280	16,429	5.0%	17,244	2.0%
7	S. Orange Ave./Florida Mall	25,526	26,176	1.1%	26,464	6.4%
8	W. Oak Ridge Rd./Int'l Dr.	174,381	195,524	5.6%	206,551	7.0%
9	N. Orange Ave./Rosemont	30,304	28,424	6.8%	30,371	-0.8%
10	East U.S. 192/St. Cloud	21,799	20,791	27.3%	26,463	16.0%
11	S. Orange Ave./OIA	33,788	34,141	-1.0%	33,797	2.6%
12	Buenaventura Lks/Boggy Ck	7,409	7,325	2.8%	7,530	0.3%
13	University of Central Florida	33,886	34,326	-2.9%	33,317	-3.2%
14	Princeton Street/Plymouth Apts.	5,984	5,995	8.4%	6,500	8.8%
15	Curry Ford Rd./V.C.C. East	45,479	44,360	2.0%	45,229	-3.8%
16	College Park/The Meadows	10,005	10,377	1.4%	10,524	8.8%
17	North U.S. 441/Apopka	50,906	49,890	5.2%	52,463	5.1%
18	S. Orange Ave./Kissimmee	37,854	41,180	-0.6%	40,946	0.6%
19	Richmond Heights	29,829	28,731	3.7%	29,783	-1.2%
20	Malibu/Pine Hills	66,345	61,146	6.3%	64,995	-4.6%
200	Volusia Express	1,005	1,254	15.2%	1,444	59.6%
204	Clermont Express	959	2,443	35.3%	3,306	167.7%
209	UCF/Downtown Orlando Late Night Shuttle	96	N/A	N/A	N/A	-100.0%
21	Carver Shores/Tangelo Park	84,144	79,263	5.0%	83,236	-8.6%
22	Richmond Estates	26,363	24,590	5.1%	25,844	-2.7%
23	Winter Park/Forest City	24,612	23,894	6.4%	25,413	3.3%
24	Millenia	11,238	10,328	8.9%	11,252	-11.3%
25	Silver Star Rd.	72,149	84,252	6.5%	89,769	26.5%
26	Pleasant Hill Rd./Poinciana	17,047	20,812	1.8%	21,197	16.2%
27	Plant St./Oakland	7,712	8,240	-2.0%	8,074	0.2%
28	E. Colonial Dr./Azalea Park	43,816	42,104	3.4%	43,532	1.1%
29	E. Colonial Dr./Goldenrod	41,444	37,996	-0.5%	37,798	-11.6%
30	Colonial Dr. Crosstown	51,632	75,142	2.6%	77,099	62.4%
300	Downtown Orlando/Hotel Plaza	2,671	2,139	3.6%	2,217	-6.8%
301	Pine Hills/Animal Kingdom	2,867	3,713	-4.4%	3,549	40.7%
302	Rosemont/Magic Kingdom	3,487	3,940	-2.0%	3,861	6.4%
303	Washington Shores/Disney-MGM	3,417	2,852	-0.2%	2,847	-14.9%
304	Rio Grande/Vistana Resort	3,855	3,913	9.1%	4,269	7.9%
305	Metro West/All-Star Resort	727	1,558	-8.0%	1,433	33.4%
31	Lymmo	97,015	102,589	-4.3%	98,204	4.2%
32	Union Park/Bithlo	4,786	4,571	1.5%	4,640	-2.9%
33	Midway/Sanford Airport	2,642	71	-21.1%	56	-97.7%
34	Sanford/Goldsboro	7,925	7,317	4.8%	7,665	-2.3%
36	Lake Richmond	22,385	21,419	8.7%	23,288	8.6%
37	Park Promenade Plaza/Florida Mall	69,425	74,769	2.4%	76,564	1.9%
38	Downtown Orlando/Int'l Dr.	16,024	16,761	-3.1%	16,234	-8.4%
39	U.S. 17-92/Sanford	63,386	63,946	6.2%	67,934	3.7%
40	Americana/Universal Orlando	40,660	35,983	8.5%	39,047	-11.7%
405	Apopka Circulator	2,996	7,408	8.7%	8,056	16.1%
41	S.R. 436 Crosstown	127,446	134,840	3.1%	139,083	3.8%
414	UCF Alafaya/Waterford Lakes	2,589	6,592	-0.9%	6,535	-1.1%
42	International Dr./OIA	84,314	77,194	14.3%	88,260	4.1%
43	Central Florida Pkwy.	13,813	14,924	0.2%	14,961	7.5%
44	Clarcona/Zellwood	16,615	17,975	6.0%	19,047	28.9%
45	Lake Mary	4,924	5,093	13.2%	5,766	-4.7%
46	W. S.R. 46/Seminole Towne Ctr.	13,925	12,764	8.8%	13,890	0.2%
47	Oviedo	4,259	4,210	-1.5%	4,146	-3.3%
48	W. Colonial Dr./Park Promenade	48,736	47,757	0.6%	48,033	-2.7%
49	W. Colonial Dr./Pine Hills	50,215	46,892	5.0%	49,252	-7.6%
50	Downtown Orlando/Magic Kingdom	42,306	49,534	9.8%	54,388	26.1%
51	Conway/OIA	33,840	34,747	1.5%	35,261	0.8%
52	Pine Castle/Tradeport	5,590	5,938	2.6%	6,094	4.7%
53	Story Rd./Tildenville	8,859	7,218	8.1%	7,801	-13.8%
54	Old Winter Garden Rd.	14,185	11,921	0.7%	12,004	-19.9%
55	West U.S. 192/Orange Lake	43,455	46,030	4.2%	47,980	6.6%
56	West U.S. 192/Magic Kingdom	43,294	46,615	8.6%	50,601	12.7%
57	John Young Pkwy.	17,104	20,228	1.1%	20,459	7.4%
58	Shingle Creek	2,254	1,892	-4.4%	1,808	-29.2%
99	Farebox Errors	17,677	10,973	17.8%	12,925	-16.3%
Total		2,108,473	2,169,875	3.9%	2,254,800	3.8%

LYNX Ridership Growth - All Modes



Monthly Report D: Planning and Development Report

To: LYNX Board Of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Belinda Balleras
(Technical Contact)
Rik Smith
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Planning and Development Report

Date: 8/21/2008

Coordination

Staff was asked to participate on the South Lake Toho Working Group. This Working Group will explore the future development scenarios for the South Lake Toho area and identify specific stakeholders' interest. Staff was interviewed by the consultant team to determine what accommodations LYNX will want in the overall development of the area. An initial stakeholders meeting was held on June 26th with the second set for August 20th.

Geography Network

The main page and the three web applications currently available on LYNX Geography Network has been utilized through desktop application 824 times between June 1 and June 30, 2008. The new Trip planner application is utilizing a web base ArcIMS service, not included in this count.

GIS

APC data – the average passenger boardings per stop ranked by usage in descending order as of 12/09/2007 has been added to Geography Network. Updated time points data has been added to the Trip Assistant and the Bus Stop Information and Ridership applications.

A new application "Individual Routes and Stops", has been added to the LYNX' Geographic Network in a BETA testing mode. The application allows for the display of each current route in color and should support the bus stop re-assignment with the new routes for the August bid. Also

the user will have the ability to create and print maps for selected routes. Current land use information was added recently to this application.

LYNX' GIS database was updated with four network datasets for route planning using the existing bus stops. There is one dataset for each county and one combined for the service area.

Points of Interest (POI) data and the new IMS map were linked to the production environment for the online trip planner. POI data was updated with the information from our paratransit database.

The most current fixed route, bus stop and time-points data was distributed for publishing at InfoMap – Orange County Interactive Web Mapping Application.

Model Orlando Regionally Efficient - Travel Management Coordination Center (MORE-TMCC)

The *High Level Design Document* and the *System Phasing and Implementation* documents were submitted to the Federal Transit Administration on June 30, 2008. The design document details the overall design for the coordination center, lists the components that must interface for the project to work, and the anticipated staff assignments. The phasing plan defines the timeframe for tasks leading from the design to the implementation date. Work is currently underway on the *Phase II Proposal*, due July 31, 2008, which will detail how LYNX, the Lakeland Area Mass Transit District, and Polk County Transit Services (along with our Human Service partners) intend to implement our design and will detail the costs involved. All eight Phase I projects will submit a Phase II proposal to implement their design. The FTA has increased the number of awardees from two to a maximum of four. The Federal review team is scheduled to determine the grantees in September 2008 with the formal announcement in October or November 2008.

Service Changes for August and December 2008

Planning & Development staff are in the final stages of implementing the August 17, 2008 service changes with the Transportation Operators bid underway.

Staff started the public involvement process for the proposed December service changes with a public workshop at the LYNX Central Station on Tuesday, July 15th and July 29th from 5-7 p.m. As part of the public involvement process staff is compiling the comments received at this workshop and thru the website, voicemail, US mail, etc. This information will become part of the analysis presented at the public hearings for the proposed December changes.

Shelters and Related Passenger Amenities

Shelters have been installed at the following locations where there are existing pads; Mercy Drive (four) and SR 436 (two), and Vineland Road (two). There have been four shelters installed at Sea World and two developer funded shelters installed at the Keiser College and at the Lowes in Apopka.

LYNX Board Agenda

Currently, LYNX is waiting on jurisdictional response/permits to install two additional developer funded shelters in the Millenia area. Permitting is also forthcoming for two shelters for the City of Eatonville, one for the Beardall Senior Center, one for the Orlando Housing Authority and one on International Drive adjacent to the Red Lobster.

LYNX is also negotiating and working with the Department of Homeland Security for two shelters in the Lee Vista area. Also ongoing work with the Florida Mall to revamp the existing stop (two shelters), and (two shelters) at the South Of Downtown Orlando (SODO) development.

LYNX is working on site selection for 6 x 9 shelters. Preliminary sites have been identified at the intersection of Maury and Edgewater Drive to serve the Haven for Hope Ministries. Coordination with the affected property owner where the shelters would be placed Orange County Public Schools (OCPS) has been initiated.

In addition, LYNX has entered into discussions with the City of Winter Park to install a total of ten shelters along the new Link 102 route in exchange for the City to pick up the ongoing operation and maintenance of the shelters. An additional four developer funded shelters are also in the works in conjunction with the City of Orlando.

LYNX recently met with the homeowners in the area of the proposed Transfer Center in Kissimmee. As a result of this meeting, negotiations have been initiated with the City of Kissimmee and FDOT to advance the purchase of the preferred site located north of the civic center. A meeting to discuss this was held on Friday July 11, 2008. Also, as part of the route restructuring in this area, staff has initiated discussions with the Osceola Square Mall to retrofit the stop currently located at the mall into a two bus pullout bay facility.

LYNX has begun discussions with the Seminole County and the City of Sanford Community Redevelopment Agency (CRA) for shelter installations along the Link 103 corridor.

Monthly Report E: Government Relations Report

To: LYNX Board Of Directors

From: James McLawhorn
CHIEF GOVT AFFAIRS OFFICER
Bryan Stutts
(Technical Contact)

Phone: 407.841.2279 ext: 6064

Item Name: Legislative Update

Date: 8/21/2008

FY09 Appropriations:

Because of the upcoming November elections and the definite change in Administrations, Congress has essentially decided to wait on most of the FY09 agency funding bills until after the elections or potentially even until after the start of the calendar year. It is expected that Congress will complete action on the DOD and Military Construction appropriations bills and perhaps the Department of Homeland Security bill, but as of October 1, the other domestic federal programs will most likely be temporarily funded under a Continuing Resolution (CR).

Despite the expected delay in final passage, House and Senate appropriation subcommittees have been working to at least pass the FY09 bills out of committee. On June 20, the House DOT Appropriations Subcommittee approved a bill to fund transportation programs. It includes \$40.198B for the highway program obligation limitation. This is the amount guaranteed in SAFETEA-LU, but the bill also includes an automatic reduction of \$1B to reflect a negative Revenue Aligned Budget Authority (RABA) which is a result of lower than expected gas tax receipts.

The FY09 bill includes \$10.33B for the FTA transit programs which is the SAFETEA-LU guaranteed level and an almost 9% increase over FY'08. Of that amount, \$8.36B is for the Formula and Bus Program and \$1.80B is for Capital Investment Grants, also known as the New Starts and Small Starts program, a 15% increase over FY'08.

As mentioned above, it is highly unlikely that the DOT funding bill will be completed before the start of the new fiscal year on October 1 or even this calendar year. What is likely to happen is that Congress will pass a massive short-term Continuing Resolution (CR) which will fund those government agencies without a final appropriations bill in place. The CR will likely fund programs at the current FY'08 levels and therefore not reflect the SAFETEA-LU authorized

increases. CRs usually do not include project earmarks or other special provisions. The CR could extend through the November elections with the hope of a “Lame Duck” session in late November to finalize the funding bills or it could extend into January 2009 when the new 111th Congress convenes or even later into the year.

Depending on the election outcomes and who wins the presidency, Congress could then either pass the individual FY09 bills or opt to simply do a massive omnibus CR extending through the remainder of the fiscal year, similar to what occurred with the domestic FY’07 appropriations bills

Highway Trust Fund Deficit Estimates and Potential “Fix”:

Several important actions took place in the past few days regarding the Highway Trust Fund; however, a final solution to the projected FY’09 deficit has not yet been resolved and likely will not be until after the August recess.

In a significant victory, on July 23 the full House passed HR 6532, a stand-alone bill to transfer \$8B from the General Fund to the Trust Fund by a large veto-proof margin of 387-37 (228 Democrats and 159 Republicans supported the bill).

Following that vote, an agreement was reached in the Senate to attach the Trust Fund fix to S. 3335, a bill to extend a number of expiring tax provisions. However, when that bill came to the Senate floor, Republicans raised objections to allowing debate to begin and the Democratic leadership was not able to produce the 60 votes needed to invoke cloture and proceed with the bill. Republicans are blocking most floor votes in an effort to force votes on their proposals to increase domestic oil and gas production, such as through off-shore drilling. As of today, the latest vehicle for the fix is the proposed second supplemental/stimulus bill which the Senate will take up in early September. If Congress is unable to pass a fix, significant cuts will have to be made to the FY’09 Federal-aid highway program.

On a related note, on July 28 OMB released its latest estimates of the likely FY’09 Highway Trust Fund deficit. In a surprise to many, despite the large decrease in VMT as a result of rising gas prices, OMB did not project a significant increase in the deficit. In fact, they estimate a very slight decrease in the deficit – from the February estimate of \$3.2B down to \$3.1B. Although income into the Trust Fund is estimated to decrease, so are outlays from the Fund, down by \$1.6B. Some are suggesting that the decrease in outlays is a result of a slowdown in spending by state DOTs as the SAFETEA-LU authorization winds down, the uncertainty over when reauthorization will occur and the slow spend out of many SAFETEA-LU earmarked projects.

Therefore, even though the deficit remains essentially unchanged, without a congressional fix, the FY’09 highway program will need to be cut by \$14B or 34%.

US DOT Proposal to Reauthorize the Federal Highway and Transit Programs:

This week US DOT released its proposal to reauthorize the federal highway, highway safety and transit programs. The current authorization, SAFETEA-LU, expires on September 30, 2009 after the current Administration is no longer in office; however, US DOT Secretary Mary Peters wants to ensure the Administration’s priorities are included in the reauthorization debate. The DOT

proposal, called “Refocus. Reform. Renew. A “New Transportation Approach for America” is not a formal piece of legislation, nor does it include recommended funding levels.

The Administration proposes to consolidate all existing highway, highway safety and transit programs into just 10 categories, the largest of which are a Federal Interest Highway Program and a Metropolitan Mobility Program. The plan strongly emphasizes the Administration’s priorities of PPPs, congestion pricing, innovative financing, streamlining the federal review process, and moving away from the federal gas tax towards more direct pricing options such as tolls. The proposal would create a separate program for transit New Starts projects, reduce the federal match to 50%, and require all federal projects to complete a cost benefit analysis.

Other News:

- SAFETEA-LU Technical Corrections – The President signed the SAFETEA-LU Technical Corrections bill on June 6. The bill makes numerous edits to highway and transit projects earmarks, provides \$90M in contract authority for the maglev program and provides additional funding for the FHWA R&D program.
- Global Climate Change Legislation – An effort in the Senate to take up a massive global climate change bill which centers on a “cap and trade” system failed when key Republican leaders objected and the bill was pulled from the floor. Republicans argued that a cap and trade system would adversely impact consumer energy costs. While it was viewed as unlikely that Congress would pass any major legislation dealing with climate change this year, debate on the Lieberman-Warner bill, S. 3036, was seen as setting the stage for future discussions after the elections. A substitute version of the bill, authored by Senator Boxer (D-CA) chair of the Environment & Public Works Committee, would have provided transit with a significant portion of the revenues generated by a cap and trade system, potentially as much as \$171B between 2012 and 2050 and could allow tax credits for transit. In addition, before the bill was pulled, several Senators, including Dodd (D-CT), Carper (D-DE) and Cardin (D-MD) had filed amendments to provide even greater transit funding.
- Transit/Energy Bill – Last week the House passed HR 6052, a bill to authorize \$1.7B in grants to transit agencies over two years to support the growth of transit as a means of saving energy. The Saving Energy Through Public Transit Act was passed by a vote of 322-98. The funding would be distributed through the existing FTA formulas to assist transit agencies to deal with increased ridership and rising fuel costs. The bill also provides 100% federal share for clean fuel equipment and certain end of the line parking facilities and commuter bus stations. While this is good news for the transit industry, the Senate has not yet taken up a similar companion bill, the White House opposes the House bill because some of the funds would go to operating assistance, and any funding approved would be subject to annual appropriations.

Monthly Report F: Marketing Report

To: LYNX Board Of Directors

From: **Peggy Gies**
CHIEF MARKETING OFFICER
Katie Bond
(Technical Contact)
Courtney Miller
(Technical Contact)

Phone: 407.841.2279 ext: 6020

Item Name: Marketing Report

Date: 8/21/2008

Advertising Sales

ADVERTISING SALES	JUNE 2008	JULY 2008
Advertising Sales Revenue	\$157,175	\$140,293
Net Revenue to LYNX Fiscal Year to Date	\$1,490,762	\$1,631,055

Commuter Services

COMMUTER CHOICE TRANSPORTATION PROGRAM		
CARPOOL/VANPOOL INQUIRIES	JUNE 2008	JULY 2008
Phone	102	163
Internet	68	26
Letters	88	45
Matches	40	18

COMMUTER CHOICE TRANSPORTATION PROGRAM		
VANPOOLS	JUNE 2008	JULY 2008
Commuter Choice Vanpool Participants	753	712
Total Revenue Miles YTD	749,636	833,219
New Vanpools	2	1
Returned Vanpools	0	0
Current Vans in Service	61	62
Pending Vanpool Interest	Duke Realty (2) John Womack PEO Stri (1) Kevin Edmonds City Hall (1)	TSA (1)
No. of Employers Contacted	17	27
No. of Employees Contacted	207	352
Employer Program Presentations	Crowne Plaza	Aramark-UCF Dining Services
	Renaissance Sea World	Canin Associates
	Marriott Vacation Club	City of Orlando
	JW Marriott	Dandelion CommuniTea Café
	Marriott Village	Florida Association of Realtors
	Residence Inn by Marriott	Florida Auto Auction of Orlando
	Climate Culture Inc.	Florida Hospital Celebration
	AmeriCall	Hannover Life Reassurance Company of America
	Grand Bohemian Hotel	Hartford Insurance Agency
	Orange County Government Florida Public Works	Holiday Inn Resort LBV
	Orange County Clerk Circuit (3)	Marriott Vacation Club
	VA Medical Center(4)	Orlando Sentinel
Ritz Carlton		

Employee Vanpool Presentations	LOCATION	PARTICIPANTS	LOCATION	PARTICIPANTS
	HR Business Counsel for Marriott	18	Marriott Vacation Club	12
	AmeriCall “Employee Go Green”	25	Department of Transportation	25
	Sentinel Employee Convenience Fair	45		
	Total Participants	88	Total Participants	37
Other Business Presentations/Meetings	LOCATION	PARTICIPANTS	LOCATION	PARTICIPANTS
	EDC Economic Outlook 2008	3	Westgate Resorts Call Center	20
	OBJ Four Corners Regional Update	5	Walt Disney World	5
	Seminole Chamber Choice Awards Luncheon	6	Fairfield Inn & Suites Marriott	7
	Total Participants	14	4 th Back-2-School-Back-2-Health Fair	300
			Orlando CVB Tabletop Mixer	100
			Climate Culture: Sustainability Forums	1
			TranSystems: Park N Ride Survey Planning	2
			Community Day: Orlando Fashion Square	25
			Total Participants	460

Partners

June 2008

LYNX added the following employer programs:

Walt Disney World Company – Carpool Program; Guaranteed Ride Home

Grand Bohemian Hotel Orlando – Employer Bus Pass Program; Carpool Program; Guaranteed Ride Home

Staples – Carpool Program; Guaranteed Ride Home

Coleman Construction Services Inc. – Agency Vanpool

LYNX added the following employee programs:

FCC Coleman – Cindy Schultz – Commuter Vanpool

July 2008

LYNX added the following employer programs:

Glattig Jackson Kercher Anglin, Inc. – Carpool/ Vanpool & Guaranteed Ride Home
Kennedy Space Center – 1 new Vanpool

Commuter Services Events

June 2008

Americall Employee Go Green Event

LYNX representatives got a chance to promote the Commuter Assistance programs to the employees at Americall. LYNX was given space in the employee break room so that employees had the opportunity to stop by for information. LYNX presented information to 25 interested employees.

Human Resources Business Counsel for Marriott

LYNX representatives were invited to speak to 18 Human Resources Managers of the Marriott Hotels in the Central Florida Region. They asked LYNX to offer insight as to how transportation options can be made available to their associates through LYNX Transportation Benefits Programs. This event was a direct result of previous participation in an environmental fair held at the Marriott Village.

Sentinel Employee Convenience Fair

LYNX got the opportunity to present commuter options to the Orlando Sentinel employees at their annual vendor fair. Forty-five employees were interested in the programs and 4 employees asked how to take the express route from Clermont as well as regular fixed route service. Employees, including 2 cyclists, were also interested in the Guaranteed Ride Home Program.

July 2008

4th Back-2-School-Back-2-Health Fair

Commissioner Mildred Fernandez hosted her 4th Back-2-School-Back-2-Health Fair at Amazon Village Shoppes. Commuter Services attended the event to promote School Pool, distributing information about LYNX Transportation Benefits programs to approximately 300 attendees.

Climate Culture: Sustainability Forums

LYNX Commuter Services met with Climate Culture to develop future programming in order to promote LYNX Transportation Benefits programs as part of business sustainability efforts.

Community Day: Orlando Fashion Square

Commuter Services has begun this year's promotion of School Pool, a free carpool matching service for parents. Orlando Fashion Square invited LYNX to participate in Community Day, an event tailored to offer information about local services to Orange County residents. Information on LYNX Transportation Benefits programs was distributed to approximately 25 individuals.

Fairfield Inn & Suites Marriott

Commuter Services was invited to Fairfield Inn & Suites Marriott’s open house, which was held to showcase their newly renovated property. This gave us the opportunity to network with the numerous other vendors in the hospitality industry that attended the event. This enabled our Program Account Executive to make initial contact with the General Manager of this property.

Orlando Convention & Visitors Bureau Tabletop Mixer

Commuter Services team members were able to participate in this event on July 16, 2008. LYNX displayed information about the Transportation Benefits programs available, as well as directly marketed the programs to the other businesses that attended the event.

TranSystems: Park N Ride Survey Planning

LYNX Commuter Services is working with TranSystems to develop a survey to gather information on individuals who use the Park N Ride lots in District V. This information will be used to tailor future marketing efforts and to inform future lot development.

Walt Disney World

Commuter Services participated in a teleconference between Disneyland and Disney World Commuter Services departments in order to discuss the implementation of the carpool program & to develop the Guaranteed Ride Home procedures for the Florida Disney World properties.

Westgate Resorts Call Center

Commuter Services was invited back out to the Westgate Resorts Call Center to further promote their carpool program. The Westgate Resorts Call Center’s carpool program has increased from 4 carpool groups at the end of November 2007 to over 45 carpool groups as of July 2008.

Marketing

WEBSITE USAGE	JUNE 2008	JULY 2008
Average Hits per Day	90,616.27	83,824.10
Average Users per Day	2,612.24	2,661.42
Average Hits per User	34.68	31.49
Average Time Spent on Site	7 minutes 53 seconds	7 minutes 20 seconds
Approximate Visits per User	1.85	1.89
Total Page Hits	743,756	722,286
Total User Visits	78,368	82,504
Total Unique IP Addresses (visits)	42,331	43,428

Marketing Activities

June 2008

Smooth Jazz with a Latin Twist

LYNX partnered with WLOQ for the Smooth Jazz with a Latin Twist concert that took place in Winter Springs this month. We were able to promote our services and had the opportunity to interact with over 3,000 attendees. Thanks to stage announcements regarding the upcoming “Dump the Pump” promotion, personnel were busy the entire evening answering questions about the event and our family of services.

Dump the Pump

Our participation in the American Public Transportation Association’s Third Annual “Dump the Pump” campaign proved to be an overwhelming success. The national event held on Thursday, June 18 was meant to highlight public transit and allow those who had not used the bus to give it a try. We set an all time ridership record by drawing an extra 20,500 riders and logged more than 101,415 passenger trips that day. With gas prices at record levels, people are beginning to look at LYNX as a viable transportation alternative.

Ribbon Cutting for Canadian Court SuperStop

Thanks to a grant from the Florida Department of Transportation, Orange County built a multimodal transportation center in the I-Drive area that will be shared by LYNX, Orange County and I-Ride Trolley, the first of its kind. The stop will be used not only by tourists but people who work in the convention district. At present, we will only service the stop with one route, but anticipate additional routes will come online soon.

July 2008

Orlando CVB Tabletop Mixer

Over 500 members of the Orlando Convention and Visitor’s Bureau had the opportunity to visit LYNX and other CVB exhibitors this month at the Rosen Plaza. There was major interest in our booth as many members had employees who were using LYNX or looking into carpool and vanpool programs for their companies.

Media Relations

June 2008

It was a busy month for media coverage. The month started off with coverage of Road Ranger Ron Helmick saving a father and daughter who were reported missing two days prior. Coverage was received by the Orlando Sentinel, WDBO-AM and Channels 6, 9, 13 and 35. Dump the Pump was a tremendous success as we previewed the day on FOX 35's morning show. The Sentinel wrote four pre and one post story. Coverage was also included in the Orlando Business Journal and the Orlando Chamber of Commerce's EveryMonday. Every TV station in town gave coverage with Channels 2, 6, 13, 35 and Univision going live from LCS. Radio coverage included K92, WJRR-FM, Smooth Jazz 103.1, WDBO-AM, WFLA-AM, and WMFE-FM.

Other Orlando Sentinel stories from the month of June are the opening of the Canadian Court SuperStop, Save the Road Ranger program and Linda Watson testifying before the U.S. House of Representatives.

July 2008

It seemed like LYNX was in the news every day. The month started with Channels 2, 6, 9 13, 35, Univision and Telemundo, news radio and print publications covering the Board of Directors vote on August Service Changes. We received extensive coverage from the same outlets regarding Public Workshops for December Service Changes and Gov. Crist signing the LYNX/Biodiesel agreement. In fact, the Governor's office has requested a photo of the media coverage. The East Orlando Sun and the Orlando Sentinel (front page) each wrote a story about the Vanpool/Carpool program. Sentinel Editorials were on service changes, funding issues and for us to raise fares to save routes. Scott Maxwell wrote a column about funding. Another Sentinel story was on the Powerball advertising agency approaching LYNX about future opportunities. WKMG/Channel 6 General Manager Henry Maldonado voiced his opinion on funding. The Osceola News Gazette printed a story in which Mayor Jim Swan mentioned the opportunity for a new LYNX Transfer Station as an important resource for Kissimmee. All in all a very good month for media coverage.

Customer Service

CALL CENTER DATA	JUNE 2008	JULY 2008
Number of Calls	31,834	30,575
Call-Wait Time in Seconds	:30	:42

SALES & INFORMATION DATA	JUNE 2008	JULY 2008
Customers serviced through fixed route inquiries/sales	22,204	24,955
LYNX fare media sales	\$163,489	\$198,368

CUSTOMER SERVICE DATA	JUNE 2008	JULY 2008
Internet Inquiries	547	422
“How To Ride” presentations	4	1

CUSTOMER RELATIONS DATA	JUNE 2008	JULY 2008
Customers assisted by telephone, fax, one-on-one	1562	3589
Concerns/suggestions for Fixed Route (LYNX)	315	190
Compliments for Fixed Route/Road Rangers	44	15
Concerns/suggestions for Paratransit (MV)	122	198
Compliments for Paratransit	4	3

LOST & FOUND DATA	JUNE 2008	JULY 2008
Number of items recovered	509	638
% items returned to owners	32.4%	29.78%
Advantage IDs issued	74	138
Kids In School & Senior IDs issued	16	10

Monthly Report G: Employee Travel Report

To: LYNX Board Of Directors

From: **Linda Watson**
 CHIEF EXECUTIVE OFFICER
Blanche Sherman
 (Technical Contact)
Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Monthly Employee Travel Report

Date: 8/21/2008

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	ESTIMATED AGENCY COST
Doug Jamison Planning	Washington, D.C.	APTA Public Transportation Advisory Group (Grant Funded 100%)	07/07 - 07/9/08	*\$595
Tyler Griffin Operations	Tampa, FL	NTD Data Collection & Reporting Training	07/15 -07/17/08	\$389
Gerardo Ocasio-Reyes Operations	Tampa, FL	NTD Data Collection & Reporting Training	07/15 - 07/18/08	\$408
William Zielonka Operations	New York, NY	8th Transit Safety and Security Roundtable sponsored by FTA USDOT, TSA, USDHS, FEMA	07/28 - 08/01/08	*\$321
Salisha Yacoob Finance	Tampa, FL	Ceridian Payroll Training	07/31 - 08/01/08	\$810
Joanne Pfenning Finance	Tampa, FL	Ceridian Payroll Training	07/29 - 08/02/08	\$1,515
Reginald D. Mells Marketing	Tampa, FL	Transportation Demand Mgmt. Training for Commuter Services Personnel	08/04 - 08/07/08	*\$353
Courtney Miller Marketing	Tampa, FL	Transportation Demand Mgmt. Training for Commuter Services Personnel	08/04 - 08/07/08	*\$353
Raul Balda Marketing	Tampa, FL	Transportation Demand Mgmt. Training for Commuter Services Personnel	08/04 -08/07/08	*\$353

LYNX Board Agenda

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	ESTIMATED AGENCY COST
Doug Jamison Planning	Anchorage, AK	National Rural ITS Conference, required by FTA as part of MORE TMCC project (Grant Funded 100%)	09/01 - 09/06/08	*\$2,362
William Hearndon Planning	Anchorage, AK	National Rural ITS Conference, required by FTA as part of MORE TMCC project (Grant Funded 100%)	09/01 - 09/06/08	*\$2,769
Deborah King Marketing	San Diego, CA	APTA Annual meeting, & to promote Lynx hosting 2009 APTA meeting.	10/02 - 10/09/08	\$2,548
Linda Watson Executive	San Diego, CA	APTA Annual meeting, & to promote Lynx hosting 2009 APTA meeting.	10/04 - 10/08/08	\$2,453
ESTIMATED AGENCY AND GRANT FUNDED COSTS				\$15,229
* LESS GRANT FUNDED AND/OR REIMBURSEMENT OF COSTS				\$6,575
NET ESTIMATED AGENCY COSTS				\$8,654